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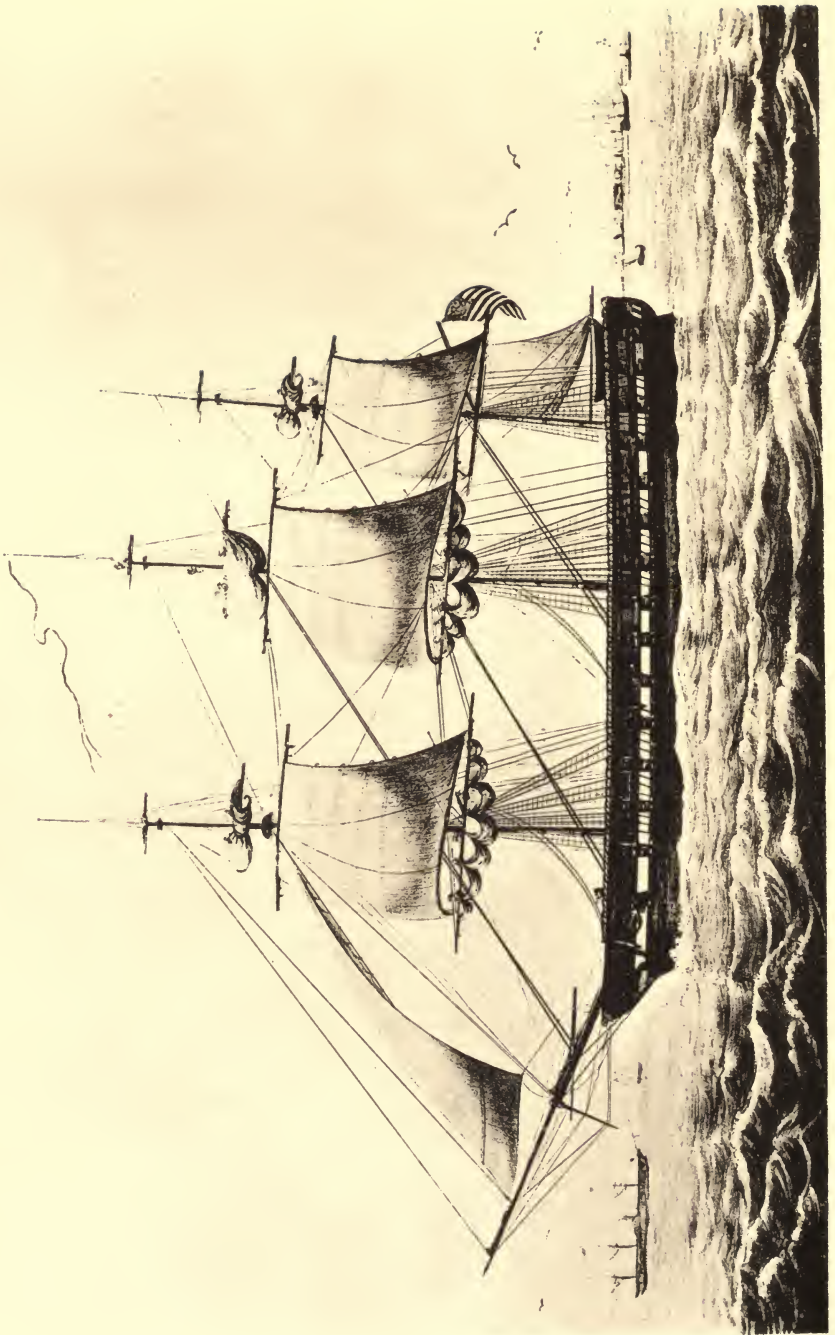
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THE PAPERS OF
FRANCIS GREGORY DALLAS



THE PAPERS OF
FRANCIS GREGORY DALLAS

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1837-1859

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INTRODUCTION

FRANCIS GREGORY DALLAS was born in Boston, October 10, 1824, and entered the navy as midshipman November 8, 1841. He does not appear to have been related to the well known Dallas family which counted among its members and collateral branches not only a secretary of the treasury and a vice-president of the United States, but many naval and military officers. Of his kinsmen, however, there were several in the national service. His father was Commander Alexander J. Dallas, U. S. Navy, but this was not his original name. In the navy register for 1820 he appears as James A. D. Brown, in 1821 as Alexander J. Dallas Brown, in 1825 as A. J. Dallas Browne, and in 1835 for the first time as Alexander J. Dallas; he entered the service in 1810 from Connecticut, his native State, and died in 1843. Three other officers of the same full name will be found on the navy list, the first of whom was the distinguished commodore, son and namesake of the secretary of the treasury mentioned above. Commanders Benjamin W. Booth and William Boerum of the navy and Lieutenant-Colonel René E. DeRussy of the army were uncles of F. G. Dallas, and Lieutenant, afterward Rear-Admiral, Robert H. Wyman was his brother-in-law.

The history of our navy between the War of 1812 and the Civil War, while less stirring than in times of national peril and less familiar to the general reader, is by no means devoid of interest. It was an important pe-

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riod in the development of the navy in many respects. Naval construction, administration, and education were revolutionized and various reforms were accomplished.

The transition from sail to steam power then took place. The adoption of steam was a slow and difficult matter; the new motive power encountered the conservatism and prejudice of the older officers. Although the first steamer in the navy, the *Fulton*, was built in 1814, the convictions of many naval men on the subject twenty-five years later were presumably expressed by James Fenimore Cooper when he wrote: "There is an opinion becoming prevalent that the use of steam will supersede the old mode of conducting naval warfare. . . . Shot-proof batteries might indeed be built, that, propelled by steam, would be exceedingly formidable for harbour defence, but it is illusory to suppose that vessels of that description can ever be made to cruise. . . . Steam may be, and most probably will be made a powerful auxiliary of the present mode of naval warfare, but it is by no means likely to supplant it. Fleets may be accompanied by steamers, but their warfare will be conducted by the present classes of heavy ships, since it is not possible to give sufficient powers of annoyance, or endurance, to vessels propelled by steam, to enable them to lie under the batteries of the latter."¹ One of the younger and more progressive officers in the navy at this time was Lieutenant Matthew F. Maury, who appreciated the importance of steam and urged its development for naval use. He advised cheaply built vessels for this purpose, in order to keep down the expense of the many and frequent changes in construction

¹ *History of the Navy* (Philadelphia, 1839), Vol. I, pp. xxxiii-xxxv.

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which he foresaw would result from experimentation.¹ The problem of fuel supply was not easy to solve and steamers did not venture far from port. Practically all cruising was done in sailing vessels. It was not until the last decade before the Civil War that the steamships in the navy began to rival the sailing craft in numbers and importance. There was built in the middle fifties a class of steam frigates which were generally considered the finest ships of their day. One of them, the *Merrimac*, is thus described by an officer who sailed in her: "She was a fine-looking ship, and her main deck with its powerful battery was a picture for a sailor to behold; but I cannot say much for either her sailing or steaming qualities. . . . As for her speed under steam, 7 knots was the maximum when we left Boston; at the end of the cruise 5 knots was all she could keep up for 24 hours."²

The use of armor for ships' sides was becoming a practical question during this period. The construction of an armored vessel was authorized by Congress as early as 1842, but, although nearly completed, she was never put into commission. The first naval dry-docks in the United States, those at Boston and Norfolk, were opened for use in 1833.

The nineteenth century was not far advanced before the mass of details in the business of the Navy Department, especially during the War of 1812, became

¹ *Southern Literary Messenger*, Vol. VI (1840), pp. 309-311, Vol. VII (1841), p. 372. Under the name of "Harry Bluff," Maury wrote for this magazine in 1840 and 1841 a notable series of articles, which he called "Scraps from the Lucky Bag," designed to promote naval progress and reform.

² William H. Parker's *Recollections of a Naval Officer, 1841-1865* (New York, 1883), pp. 174, 175.

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greater than the secretary with his clerks could readily handle, and in 1815 the Board of Navy Commissioners, composed of three captains of the navy, was established. Taking charge of various matters, chiefly relating to materiel, the commissioners considerably relieved the pressure of work in the Department. The system seemed well adapted to serve the needs of the day and worked with apparent success for many years. In the course of time, however, defects in the organization became evident. The duties of the Board were not clearly defined, responsibility was divided, and mistakes in administration could not be traced to their source. There was extravagance in ship-building and in the navy yards. It cost more to repair old ships than to build new ones, and the new ships were very inferior in speed and other qualities to the old frigates of 1797. Reform was clearly called for. The commissioners themselves realized this, pointed out to Congress the faults of their organization and made wise suggestions, but for a long time nothing was done. Dissatisfaction and criticism were vigorously expressed by Lieutenant Maury. "It is not the Commissioners of the Navy Board," he says, "but the plan—the whole system, that is at fault." "We have seen the want of individual responsibility in the Navy Board. The duties at present required of it might, with great advantage to the public interests, be divided into at least three separate departments or Bureaux."¹ The head of the Department also became once again overwhelmed with the complicated business of his office and Secretary Upshur, in his report for 1841, says: "His whole time is occupied in trifling

¹ Southern Literary Messenger, Vol. VII, pp. 19-22, 348, 356, 364.

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details, rendering it impossible for him to bestow the requisite attention upon more important subjects involving the great interests of the service." At last relief came in the form of reorganization enacted by Congress August 31, 1842, when five bureaus were established. This was the beginning of the present bureau system of naval administration.¹

In the old navy the education of the officers was of a limited sort. Entering the service as midshipmen, often at a very early age, the schooling provided for them on board ship and at naval stations was far from adequate. Secretary William Jones first proposed a naval academy in 1814 and this was followed during the next thirty years by many other attempts to bring such a school into existence. Lieutenant Maury urged the establishment of a school-ship and set forth his plan in great detail.² But Congress could never be induced to take favorable action. At last, in 1845, Secretary Bancroft discovered that the thing could be done without legislation. With the aid and advice of a board of officers a plan was formulated. Fort Severn, Maryland, was chosen as a site and to it was moved the existing school at Philadelphia, one of several small, ineffective schools maintained at various navy yards; all these were then closed. From the twenty-five professors and teachers already in the service, and from the chaplains, a corps of instructors was organized with Commander Franklin Buchanan at the head. The Naval School, as it was then called, was

¹ U. S. Naval Institute Proceedings, Vol. XXXIII (1907), pp. 605, 610, 611, 639, 640, 1439, 1440. In these numbers two articles on Naval Administration, by Charles O. Paullin, give a most interesting and valuable sketch of the navy between 1815 and 1861, describing conditions in the Navy Department and in the service as well.

² Southern Literary Messenger, Vol. VI, pp. 315-320, 786-800.

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formally opened October 10, 1845. At first instruction was irregular, as the institution was not recognized by law and midshipmen might at any time be ordered to sea. The first class was composed of midshipmen who had entered the service in 1840. In 1851 the school was reorganized with a four years' course under the name of the United States Naval Academy.¹

Scientific work of a high order made a beginning in the navy in 1830 with the establishment of the Depot of Charts and Instruments. Three years later the Naval Lyceum for the diffusion of useful knowledge was organized at the New York Navy Yard. The Hydrographic Office and the Naval Observatory were founded in 1842 and the Nautical Almanac Office in 1849. The officers most distinguished in these institutions were Lieutenants Wilkes, Davis, Maury and Gilliss. In 1847 Lieutenant Dahlgren began the work on ordnance which made him famous in this branch of naval science. Two years before the Civil War he had developed his invention and was producing 11-inch guns for the new ships.²

The lot of the seaman in the navies of the world at different epochs has been set forth in various histories and biographies and some of the abuses to which the unfortunate sailor was subjected in early times are now scarcely credible. By the middle of the nineteenth century great amelioration of earlier conditions had come about, though judged by the ideal standards set up by

¹ Soley's *Historical Sketch of the U. S. Naval Academy* (Washington, 1876), ch. i-iv; see also *Recollections of a Naval Officer*, ch. xi.

² *U. S. Naval Institute Proceedings*, Vol. XXXIII, pp. 637, 1443, 1455, 1473.

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recent reformers in this direction, the sailor of seventy or eighty years ago was hardly to be envied. Discipline was strict and the cat-o'-nine-tails was freely used. In 1850, after much discussion, flogging was abolished in the navy. This reform was unpopular not only with the officers, but also to some degree among the men, and as no substitute for corporal punishment was at first provided, the effect on discipline of its abolition was bad for a time. In the early days hard drinking among seafaring people, when opportunity offered, was almost universal and grog was regularly served to seamen. The movement toward temperance reform in the navy was begun early, first by authorizing the commutation of the grog for money and later by forbidding it to minors. It was not until after the end of our period, however,—that is, in 1862,—that it was decreed by Congress that “the spirit ration in the navy of the United States shall forever cease.” Attempts were made to improve the character and education of naval seamen. An apprentice system was established in 1837 and again in 1855; in both instances it was short-lived. On board ship the welfare of the sailors was looked after by the chaplains, to the best of their ability, and on shore by philanthropic citizens. Before the Mexican War the number of seamen in the navy authorized by law was 7500; during that war and a few years before the Civil War the limit was raised, but the number actually in service does not at any time before 1861 seem to have greatly exceeded eight thousand.¹

In 1845 there were 68 captains, 96 commanders, 327

¹ U. S. Naval Institute Proceedings, Vol. XXXIII, pp. 636, 1457, 1458, 1463, 1464, 1465. See article on “Grog,” by Rear-Admiral George H. Preble, in *The United Service*, September, 1884.

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lieutenants, 159 passed midshipmen, and 314 midshipmen in the United States Navy. The character and general qualifications of officers improved steadily, especially after the influence of the Naval Academy began to be felt. One hundred years ago dueling was common, but by the middle of the nineteenth century it had begun to encounter a decidedly hostile public opinion, not only in civil life, but in the army and navy. According to naval regulations promulgated in 1857, an officer who fought a duel might be punished by dismissal from the service. Several years earlier, as will be seen in the case of Midshipman Dallas, this penalty was applied in the Naval Academy. A subject of warm discussion among officers was the line and staff controversy, the claim of relative or assimilated rank on the part of the staff, which was fought with great bitterness by the line. In 1846 Secretary Bancroft settled the question for the Medical Corps by giving the surgeons relative rank, and the next year Secretary Mason satisfied the claims of the Pay Corps in the same manner. Another matter of importance and of great detriment to the service was the retention on the active list of superannuated and incompetent officers, and in 1855 a retired list was inaugurated, a very necessary, though at first much criticized, reform.¹

Of the more important operations of the navy, during the half century under review, may be mentioned the extirpation of piracy in the West Indies, many notable scientific and exploring expeditions, and the suppression of the slave-trade. In the forties, six regular squadrons were maintained: the Home Squadron,—whose

¹ U. S. Naval Institute Proceedings, Vol. XXXIII, pp. 628, 629, 633, 1457, 1467, 1470.

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cruising grounds included the West Indies and the Gulf of Mexico,—the Mediterranean, the Brazil, the Pacific, the East Indian, and the African squadrons, the latter being engaged in cruising against the slave-trade on the west coast of Africa.

The navy played an important part in the Mexican War. The Pacific Squadron took Monterey, San Francisco, San Diego, Los Angeles, Mazatlan, and Guaymas. The Home Squadron maintained a strict blockade of the eastern coast of Mexico, captured all the chief Gulf ports, and assisted the army in landing at Vera Cruz, as well as in many operations on shore. About twenty small vessels were temporarily added to the navy during the war. Commodores Sloat and Stockton in the Pacific, and Conner and Perry in the Gulf, were successively in command of the squadrons.

The foregoing sketch of naval conditions and events in the United States between 1815 and 1861 may serve as a setting for the story of an officer of that period. There are many published memoirs and biographies of officers and sailors which will enable the reader to fill in and complete the picture. Manuscript letters and journals, likewise, when they come to light, are naturally of very special value, even those of an obscure man. When daily incidents are recorded with no idea of publication, they reveal the personality of the writer in a peculiar manner. The career of the young officer whose papers are printed in this volume, though not a long one, was somewhat unusual in certain respects and will doubtless interest the student of naval chronicles.

The first sea service of Midshipman Dallas was on board the frigate *Columbia*, of 54 guns. On this ship he cruised more than three years, in home waters, in the

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Mediterranean and off the coast of Brazil. He was next sent to the Pensacola Navy Yard and after nearly a year there was ordered to the Home Squadron in the Gulf of Mexico, serving on board various ships through most of the Mexican War. He seems to have had few interesting war experiences at this time, but contracted yellow fever and suffered a severe injury to his head from an accident on board ship. This injury was the indirect cause of a decided modification of his professional career, as will appear in his letters.

Early in 1848 Dallas was sent to the Naval School at Annapolis, to prepare for his examination for promotion to the grade of passed midshipman. Having entered the navy in 1841, his name appears in the list of the second class. After a few months at the school, Dallas became involved in a quarrel with certain other midshipmen; the result was a duel in which he was wounded. Subsequent to this episode he successfully passed his examination for promotion. On September 9, 1848, however, he was dismissed from the navy for having been engaged in a duel.

In the following year Dallas entered the navy of the German Confederation, his commission as lieutenant bearing the date August 19, 1849. From this point his story is told connectedly in his journal. His service in the German navy continued about three years. For much of this time he was in command of a ship, which, however, did little or no actual cruising.

The year 1848 is an important date in German naval history. In the first place, the navy of the German Confederation then came into existence, also the navy of Schleswig-Holstein,—the latter consisting of a small fleet of gunboats; both of these sea forces were short-

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lived. Still more important was the birth of the Prussian navy, which took place in the same year and which has developed into the present Imperial German navy. This naval activity of the Germans was brought about by the blockade of German ports by Denmark in retaliation for the support extended by Prussia to Schleswig-Holstein in the latter's war with Denmark, which began in the spring of 1848.

The German Confederation, or union of all the German states including those of Austria, was governed by a National Assembly meeting at Frankfurt-am-Main. In June, 1848, the Archduke John of Austria was appointed administrator of the empire. About the same time the Assembly took the first steps toward the establishment of a navy. Meanwhile committees of merchants and citizens in North Germany had been formed to raise funds by popular subscription, delegates from German coast towns met at Hamburg, and merchant vessels were purchased and armed. The crippling of their commerce by so small a power as Denmark was humiliating; it had aroused the resentment of the Germans and impressed upon them the importance of sea power. The enthusiasm for a navy spread throughout the whole country.

The National Assembly appointed a marine committee in June and appropriated money for fitting out a fleet. In November a supreme marine board was established and for its assistance in technical matters an advisory commission of professional experts was formed with Prince Adalbert of Prussia as chairman. Adalbert was a man of energy and ability who had been much at sea and had a perception of the importance to Germany of increasing her maritime power and resources.

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The plan was not to try to be a first-class naval power, but to protect the North Sea and Baltic coasts and the sea trade. During the winter of 1848–1849 contracts were made in England and America for the purchase and construction of vessels for the new navy. Foreign officers were engaged. An effort was made to induce the United States Government to allow some of its naval officers to enter the German service temporarily. These negotiations at first promised success, but later it was decided by the government at Washington, presumably through fear of departing from strict neutrality, that the request must be declined.

The fleet planned by its projectors was to comprise fifteen 60-gun sailing frigates with auxiliary engines, five steam frigates, twenty steam corvettes, and forty-five smaller craft. Only about a dozen vessels, however, seem to have been acquired, most of them merchantmen which had to be converted into ships of war. At the same time Prussia organized a considerable flotilla, including gunboats, sloops and yawls, and two steamers.

The commander-in-chief selected for the navy of the Confederation was Karl Bromme, generally called Brommy; the latter spelling appears even in his own signature. Karl Rudolf Bromme was born near Leipzig in 1804. He learned seamanship in the American and British merchant marines and later entered the Greek service as a frigate captain, where he gained some naval experience. In 1849 Bromme was given the rank of rear-admiral.

In April, 1849, the Danish sailing frigate *Gefion*, accompanied by a ship of the line, having entered the harbor of Eckernförde in Schleswig for the purpose of engaging the batteries, was captured by the army of the

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German Confederation. She was taken into the German navy under the name of Eckernförde. In June Admiral Bromme with a steam frigate and two steam corvettes attacked a Danish frigate becalmed off Helgoland. After a few shots had been exchanged the Danish blockading squadron drew near and the German ships returned to port. This was the only opportunity the navy of the Confederation had to show its quality. In the same month an indecisive action took place between a Prussian steamer and a Danish brig.

Lord Palmerston, at that time British minister of foreign affairs, expressed the opinion that the German Confederation had no legal existence and that the belligerent acts of its ships constituted piracy. The note conveying this declaration to the government of the Confederation naturally aroused the ire of the Germans.

Later in the year 1849, peace with Denmark having removed the immediate need of a sea force, the stimulus of popular enthusiasm began to slacken and in the course of time the infant navy proved a source of dissension among the different sections of the Confederation. The inland states especially were opposed to it. It was no longer possible to raise money for its maintenance. The government lacked centralized power and—like that of the United States under the Articles of Confederation before the adoption of the Federal Constitution—was unable to overcome the influence of internal politics and impose its will on the separate states. It was proposed that Austria should maintain one fleet in the Adriatic Sea and Prussia another in the Baltic, while other German states should provide a third fleet for the North Sea. A few years later an attempt on the

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part of some of the northern coast towns to organize a North Sea fleet was unsuccessful.

Finally, in February, 1852, repeated efforts to raise funds having failed, the National Assembly decided upon the dissolution of the navy; but nearly a year seems to have been consumed in winding up its affairs. Some of the vessels were sold at auction, others were disposed of by private sale. Some of them found their way into the Prussian navy. The officers appear to have been shown no great consideration in return for their efforts in behalf of the navy and were discharged with rather scant remuneration in the shape of extra pay. So ended the navy of the German Confederation. The Prussian navy, under the influence of the energetic Prince Adalbert, continued to thrive and formed the "foundation of the great fleet which now [1913] aspires to contest the British mastery of the seas."¹

It was not until December, 1852, that Lieutenant Dallas delivered his ship to an English company which had purchased her. He soon returned to America and directly after his arrival was reinstated in the United States Navy with the rank of passed midshipman dating from August 10, 1847. He was given a year's leave of absence, during which he revisited Germany in order to prosecute his claim for a pension or extra pay. In this quest, however, he was unsuccessful.

From 1854 to 1857 Passed Midshipman Dallas was

¹ German Sea Power. By Archibald Hurd and Henry Castle (London, 1913), p. 78. See also *Die deutsche Flotte. Ihre Entwicklung und Organisation.* Von Graf Reventlow, Kapitän-Leutnant (Zweibrücken, 1901), pp. 7-10; *Das deutsche Jahrhundert.* Von George Stockhausen. Zweiter Band—Abtheilung VII. *Geschichte der deutschen Kriegsmarine im neunzehnten Jahrhundert.* Von Erwin Schäfer, Kapitän-Leutnant (Berlin, 1901), pp. 9-18.

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attached to the sloop of war Decatur, Commander Isaac S. Sterrett, and made a cruise to the Pacific Ocean. One of Dallas's shipmates on the Decatur was Lieutenant Thomas S. Phelps. A quarter of a century later, Phelps, then a commodore, published very interesting accounts of portions of this cruise. The Decatur sailed from Boston January 10, 1854, in "a blinding northeast snow-storm," under orders "to search for the disabled steamship San Francisco, with a regiment of United States soldiers on board, *en route* to California." After an unsuccessful search for the steamer, which had been scuttled and abandoned, the Decatur put into Norfolk. In June she sailed for the Pacific by way of the Straits of Magellan.¹

In June, 1855, the Decatur, being at Honolulu, received orders to "cruise on the Coast of Oregon and California for the protection of settlers." The Indians of that region, and especially of Washington Territory, had been getting restless for two years or more. Not long afterward a serious war broke out, and it is possible that if no help had been received from outside, the very sparse white population about Puget Sound might have been exterminated.²

Washington was organized as a territory in 1853. The first settlement had been made in 1845, near the site of Olympia; this town was founded during the following year and became the capital of the territory after the government had been organized. Seattle, named for an Indian chief, was founded in 1852. The first governor of Washington Territory was Isaac Ingalls Stevens,

¹ The United Service, March, 1883.

² The United Service, December, 1881. See Appendix for Commodore Phelps's narrative.

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who arrived at Olympia and established the government in November, 1853. Stevens was a graduate of West Point and a veteran of the Mexican War. He afterward became a distinguished general in the Civil War and was killed in action in 1862.

The total white population of the territory in 1855 was about four thousand, widely scattered; as a rule, they were of the best class of frontiersmen. In addition to the Americans, who made up the bulk of the population and who were called "Bostons" by the Indians, there were some English, mostly employees of the Hudson Bay Company. The town of Seattle, which was one of the principal objects of attack by the Indians, contained few more, perhaps, than fifty people, and within a radius of thirty miles there were about one hundred and twenty others. Besides Olympia and Seattle there were settlements around Puget Sound at Port Townsend, Bellingham Bay, Steilacoom, near an army post of the same name, and Nisqually; also sawmills at Port Madison and a number of other places. West of the Cascade Mountains there were ninety-seven hundred Indians, of whom eighty-five hundred lived in the neighborhood of Puget Sound. East of the Cascade Range there were twelve thousand Indians, most of whom were hostile to the white settlers. The Puget Sound Indians were generally inclined to be friendly to the whites, but at this time they were to a large extent unfavorably influenced by those from the eastern part of the territory.

One of the first matters to occupy the thoughts of Governor Stevens was an effort to bring about amicable relations with the Indians, and the years 1854 and 1855 were largely given up to necessary preparations

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and to negotiations with them. The governor's policy was to place the Indians on reservations, to pay for their lands by annuities of clothing and other supplies of various sorts, to provide schools, and otherwise to promote their welfare; in general, to treat them with justice and kindness, though with firmness. For agents and other officers to deal with them, the governor made good appointments. The negotiations resulted in treaties with the Indians about Puget Sound during the months of December, 1854, and January, 1855; with those east of the Cascade Range in council at Walla Walla in June, 1855; and in October with the Blackfeet and many others at Fort Benton in the present State of Montana. Trouble was begun just after the Walla Walla council by certain chiefs who had taken part in it and had signed the treaty. Taking advantage of Governor Stevens's absence at the remote post of Fort Benton, these warriors not only fomented disaffection in their own and other eastern tribes, but corrupted a large number of the Puget Sound Indians. Many scattered settlers in different parts of Washington and Oregon were massacred. The governor received information of the outbreak October 29, just after setting out, with his small party, upon his homeward journey from Fort Benton. This journey of a thousand miles through a hostile country, crossing many rivers and mountain passes, was most difficult and dangerous. He succeeded, however, in eluding his savage enemies and arrived at Olympia January 19, 1856. Just a week later occurred the serious attack of the Indians on Seattle which the officers and men of the Decatur took an active part in repelling.

The war does not seem to have been due to any mis-

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behavior on the part of the Indian agents or of the settlers. In a message delivered January 20 to the legislature, then in session, the governor said: "The war has been plotting for two or three years,—a war entered into by these Indians without a cause; a war having not its origin in these treaties, nor in the bad conduct of the whites. It originated in the native intelligence of restless Indians, who, foreseeing destiny against them,—that the white man was moving upon them,—determined that it must be met and resisted by arms. We may sympathize with such a manly feeling, but in view of it we have high duties. The war must be vigorously prosecuted now."¹

For the accomplishment of this purpose nearly nineteen hundred volunteers were enlisted during the period of hostilities, about equally divided between infantry and cavalry; the largest number in service at any one time was about one thousand. They were men of a good sort and well disciplined. This force was divided into three battalions,—one to hold the line of the Snohomish River, east of the Sound and north of Seattle; the other two farther east, extending into the hostile country across the Cascade Mountains. The total number of regular United States troops does not seem to be precisely stated, but may be estimated at from four to five hundred, distributed in widely separated army posts. The number of hostile warriors among the Puget Sound Indians actually on the war-path probably varied from time to time, according to cir-

¹ Hazard Stevens's *Life of Isaac Ingalls Stevens* (Boston, 1900), Vol. II, p. 163. For a full account of relations with the Indians, see ch. xxv–xliv. See also General E. D. Keyes's *Fifty Years' Observation of Men and Events* (New York, 1884), ch. xiv.

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cumstances, between two hundred and fifty and five hundred; their intimate knowledge of the forest and swamps greatly facilitated their movements and gave them an advantage. Much larger numbers from the tribes across the mountains were engaged in the fighting.

There was much friction in the relations between Governor Stevens and the officers of the regular army, particularly in the case of General Wool, commanding the Pacific Division. This was most unfortunate and hindered effective coöperation between the regulars and volunteers. The governor was criticized also by some of the naval officers, who seem not to have had an opportunity of thoroughly acquainting themselves with his policy and with the general Indian situation throughout the territory.

On March 10, 1856, the Indians were decisively defeated in a battle near the Sound, several miles south of Seattle. This was followed up by repeated blows, allowing the Indians no rest. They were hunted down through the forest in every direction for about two months. During this time more than five hundred came in and voluntarily surrendered, and the rest fled east. By the middle of May all the Puget Sound Indians had been subdued. The war east of the Cascade Mountains lasted two years longer and was carried on for the most part by regular troops, who finally succeeded in reducing the savages to subjection.¹

Having rendered all the service required of her, the Decatur proceeded, in June, 1856, to San Francisco, where she remained the rest of the year. In January, 1857, she sailed for Panama and arrived in March.

¹ Life of I. I. Stevens, ch. xxxviii.

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Here Lieutenant Dallas—for he had been promoted—was detached from the ship and, crossing the isthmus, returned home by steamer. His next duty was a year's service on the receiving ship Princeton, at Philadelphia. In June, 1858, he was ordered to join the United States squadron maintained on the west coast of Africa for the suppression of the slave-trade.

Under the Federal Constitution the importation of slaves into the United States could not be interfered with before 1808; the traffic then became illegal by virtue of an act of Congress passed the previous year. Meanwhile various restrictive measures had been adopted by the national government and by the different States, the first federal act of the sort being that of 1794, which forbade the exportation of slaves. In 1807 Great Britain, from motives of humanity, prohibited the importation of slaves into her colonies. After this, her West Indian trade, especially sugar production, suffered from the competition of the Spanish colonies, which imported slave labor freely. It then became England's interest to suppress the slave-trade altogether, and thenceforth, from motives both philanthropic and commercial, she was actively engaged in this endeavor and attempted to secure the coöperation of other nations.¹

¹ Schuyler's *American Diplomacy* (New York, 1886), ch. v: The Right of Search and the Slave-Trade. See *Southern Literary Messenger*, Vol. VIII (1842), p. 289; *The Right of Search*, by M. F. Maury; *North American Review*, Vol. LIII (1841), p. 433; *Search of American Vessels*; U. S. Naval Institute Proceedings, Vol. XXII (1896), p. 721; *The Right of Search and its Limitation in Time of Peace*, by Professor Theodore S. Woolsey. Perhaps the most exhaustive study of the slave-trade, in which every source of information is minutely explored, will be found in *The Suppression of the African Slave-Trade to the United States*. By W. E. Burghardt DuBois (New York, 1896).

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By reason of the continuous warfare in which Great Britain was engaged during the early part of the nineteenth century, she was able, until 1815, to exercise the belligerent right of search upon all vessels on the high seas, which facilitated her operations against the slave-trade. With the return of peace the problem was more difficult and at the same time increased profits in the cultivation of cotton and other circumstances created greater demand for slave labor and a revival of the slave-trade, which had been somewhat depressed. England then negotiated with other powers for the mutual grant of the right of visitation and search in the case of vessels suspected of being slavers. In 1815 her efforts to arouse the interest of the Congress of Vienna in the subject were only to a slight degree successful.

If most of the great powers of the world could be brought together on the proposal of the mutual right of search as a measure to promote the suppression of the slave-trade, the largest share in policing the sea for the purpose would come to the greatest navy—that of Great Britain. This would probably insure her continued naval supremacy as well as favor her commercial interests. England, however, had difficulty in bringing other nations into line with her policy. Before 1820 she made treaties with Denmark, Spain, Portugal, and the Netherlands in accordance with her desires, but France, Russia, Prussia, and Austria rejected her proposals as to the right of search.

The treaty of Ghent between the United States and Great Britain, concluded in 1814, provided (Article X) that “whereas the traffic in slaves is irreconcilable with the principles of humanity and justice, . . . it is hereby agreed that both the contracting parties shall use their best endeavors” to abolish it. In 1818, 1819, and 1820

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Congress passed acts supplementary to that of 1807. The act of 1819 directed the President to send cruisers to Africa for the suppression of this traffic and provided for the colonization of Negroes in Africa; this led to the founding of Liberia. The act of 1820 made the importation of slaves into the United States punishable by death and declared the slave-trade to be piracy,—at least in a limited sense; that is, municipal, though not international piracy. At this time an international agreement on the subject was expected and during the next three years the House of Representatives passed resolutions requesting the President to enlist other powers, if possible, in an agreement abolishing the slave-trade and denouncing it as piracy under international law. In spite of all the laws enacted by Congress, it must be admitted that through apathy and pro-slavery influence a vigorous enforcement of them was decidedly exceptional. During the last few years before the Civil War the traffic in slaves increased and concealment was deemed hardly necessary. About the same time a strong movement was set on foot to repeal all restrictive laws and reopen the African slave-trade.¹

In 1824 a convention was negotiated in London between the United States and Great Britain which denounced the slave-trade as piracy and provided for its suppression by the ships of war of both powers, the right of search of vessels under the flag of either by the cruisers of the other being mutually accorded. In a message to the Senate, May 21, 1824, during its consideration of this treaty, President Monroe said: "The right of search is the right of war of the belligerent towards the neutral. To extend it in time of peace to

¹ The Suppression of the African Slave-trade, ch. viii, x, xi.

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any object whatever might establish a precedent which might lead to others with some powers, and which, even if confined to the instance specified, might be subject to great abuse." Nevertheless he advised and urged ratification on the ground that "by making the crime piracy, the right of search attaches to the crime, and which, when adopted by all nations, will be common to all," thereby, he thought, losing its objectionable features.¹ John Quincy Adams, secretary of state, was opposed, continuing in the opinion he had expressed in 1818, when in the course of correspondence with the British foreign office he had said that "the admission of a right in the officers of foreign ships-of-war to enter and search the vessels of the United States in time of peace, under any circumstances whatever, would meet with universal repugnance in the public opinion of the country."² The Senate amended this treaty of 1824 by limiting the right of search and in other respects. It thereupon failed of ratification by the British Government.

It is evident that there was a strong sentiment throughout the country against yielding to other nations the right to board and search American vessels on the high seas. The merchant fleets of the United States and England were then about equal in tonnage, while the British navy was many times as great as ours. American commerce, therefore, would have suffered far more severely from annoyance and loss by detention than that of England; and the extension of British naval power was dreaded. Doubtless, moreover, unpleasant mem-

¹ Richardson's Messages and Papers of the Presidents, Vol. II, p. 245.

² American State Papers, Foreign Relations, Vol. V, p. 73. See also American Diplomacy, pp. 241, 247.

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ories of the old days of impressment and orders in council before the War of 1812 survived with American seamen and among the people at large. Furthermore, the British naval officers of that day had an unenviable reputation for overbearing conduct. Lieutenant Maury says: "The summary habits and arbitrary character of British officers are well understood by our merchantmen, and the mere proclamation that the right of visiting them had been granted to England, would immediately divert a great portion of [our] flourishing trade into other channels and the vessels would be laid up." This seems to have been admitted by some Englishmen themselves. Maury quotes a newspaper, the London "Sun," as saying: "Arbitrary habits are engendered in our naval officers by the mode employed to procure men for the fleet, and those habits make them treat foreign vessels in an arbitrary manner."¹ Though a Southerner, Maury was zealous and sincere in reprobation of the slave-trade.

About 1833 France conceded to England the right of search with limitations, and within the next six years several small nations made treaties with Great Britain to the same purpose. In 1839, having been unable to obtain general assent to her policy, which was necessary for its effective carrying out, England undertook to force the matter, and Parliament passed an act giving to British men-of-war authority to search, seize, and condemn in her own courts any vessel engaged in the slave-trade. This act was opposed by Wellington, who maintained that a declaration of war would be preferable, as then the belligerent right of search could be exercised.

¹ Southern Literary Messenger, Vol. VIII, pp. 293, 294.

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Four American vessels, which seem to have been innocent traders on the coast of Africa, were detained and searched in 1839 and 1840 by British cruisers under the authority of this act, and their crews were maltreated. Palmerston, the British foreign minister, in defense of this proceeding informed the American minister in London "that her Majesty's government have decided that the flag of the United States shall exempt no vessel from search by her Majesty's cruisers in the African seas, unless such vessel shall be found provided with papers entitling her to the protection of the flag she wears and proving her to be United States property and navigating the ocean according to law."¹ This of course would make search necessary, unless papers satisfactory to the British captain were voluntarily brought on board his ship by the merchantman. The English, moreover, tried to draw a distinction between the right of visit and the right of search, but on this point the authorities on international law and their own legal decisions were against them. Webster, who was secretary of state just after this, in his correspondence with the British Government in 1843 said that "the right to visit, to be effectual, must come in the end to include search, and thus exercise in peace an authority which the law of nations only allows in time of war."² In his first annual message to Congress, December 7, 1841, President Tyler said: "However desirous the United States may be for the suppression of the slave-trade, they cannot consent to interpolations into the maritime code at the mere will and pleasure of other governments. We

¹ Southern Literary Messenger, Vol. VIII, p. 290. See also Vol. VI (1840), p. 237.

² Works of Daniel Webster (Boston, 1851), Vol. VI, p. 336.

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deny the right of any such interpolation to any one or all the nations of the earth without our consent. . . . American citizens prosecuting a lawful commerce in the African seas under the flag of their country, are not responsible for the abuse or unlawful use of that flag by others; nor can they rightfully on account of any such alleged abuses be interrupted, molested, or detained while on the ocean, and if thus molested and detained while pursuing honest voyages in the usual way and violating no law themselves, they are unquestionably entitled to indemnity.”¹

At last, in December, 1841, England succeeded in persuading envoys of Austria, Russia, Prussia, and France to sign a treaty embodying her views of the right of search and accepting her laws on the subject. Under the influence of General Cass, American minister at Paris, the French Government refused to ratify this treaty, which greatly incensed the British administration. Without the coöperation of the United States and France the British policy regarding the suppression of the slave-trade could be of but little effect. That this was unfortunate cannot be denied, and furthermore the free use of the American flag by outlaws and pirates as a protection against British cruisers is not pleasant to contemplate.

In 1842 a compact commonly known as the Ashburton treaty, which provided for the settlement of numerous differences between the United States and Great Britain, was concluded at Washington. The eighth article required each of the two nations to maintain on the coast of Africa a naval force carrying not less than eighty guns. The two squadrons, though independent

¹ Messages and Papers of the Presidents, Vol. IV, p. 77.

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of each other, were to coöperate for the suppression of the slave-trade. The matter of visit and search was not mentioned in the treaty. For this omission Webster was sharply criticized by General Cass, who feared the assumption on the part of the British that the right of search was in this manner tacitly conceded to them by the United States. This proved to be the case; after the treaty, just as before, British officers were instructed to search all suspicious vessels, and consequent aggressions continued. It was not until 1858 that England fully surrendered her long cherished claim to the right of visit and search. Meanwhile squadrons of the two nations cruised on the coast of Africa in some degree of harmony, though at times with more or less friction. By 1849 England had won all the important powers, except the United States and France, to her policy of the mutual right of search. In 1862 the United States, being engaged in war and perhaps a little more than willing to conciliate Great Britain, concluded with that power a treaty providing that within restricted areas of African and West Indian waters certain war vessels of either nation, specially authorized for the purpose, might visit and search vessels wearing the flag of the other power and suspected of being employed in the slave-trade. In this same year occurred the only execution of the captain of a slave-ship under the acts of 1820 and 1823 prescribing the death penalty for this offense.

The difficulties which hindered the suppression of the slave-trade were serious. As concerns the United States, the laws governing seizures were perhaps too exacting, and the courts were inclined to discharge prisoners and release captured ships even when evidence of guilt of a very convincing nature was produced, unless

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slaves were actually found on board. As a consequence, naval officers were almost necessarily over-cautious and many vessels seized by them under circumstances so suspicious as to admit of no reasonable doubt, were let go, generally to be heard of soon afterward as having departed from the coast with cargoes of living freight. The British procedure in another way tended to perpetuate the traffic in slaves. Under their prize laws, it is averred, if slave-traders were regarded as pirates and tried and punished as such, the captors received no prize money. Accordingly the vessels when seized were destroyed or sold, while the crews were put ashore and set free, only to return to the bush, gather more Negroes, and wait for other slave-ships to take them.¹ The natives were captured in the interior by hostile tribes and sold to dealers. They were brought to within a few miles of the coast, where they were kept in barracoons or enclosures. The slave-ships, approaching the coast at night and watching their opportunity, ran in as near the beach as possible, communicating by signals with their agents on the lookout, who rushed the captives from the barracoons to the shore. They were quickly embarked and the ship was generally well out at sea before any cruisers appeared.

A physician from New Orleans, who made a voyage on a slaver in 1859, describes the embarkation of natives from the shore near the mouth of the Congo. After difficulties and adventures in evading American and

¹ The Knickerbocker, December, 1851, and February, 1852: Sketches in South Africa, by Montgomery D. Parker. See also Leaves from an African Journal, by John Carroll Brent, in The Knickerbocker, November, 1848, to May, 1850. Brent was secretary to Commodore Bolton, U. S. Navy, on the African station, and Parker seems to have served in a similar capacity.

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British cruisers, the ship arrived off the beach one morning just at dawn. "A number of small craft could be seen outside the breakers; they resembled oyster-boats. After a satisfactory scrutiny of the horizon with a glass from the masthead, our signal, a large white flag with a red cross, was hoisted, and as it blew out was answered from the shore. Very soon the beach seemed to swarm with moving objects which we could not yet distinguish. A number of long, black objects left the shore and, when through the breakers, they stopped at the small craft outside. Now we could see that the negroes were being transferred to the boats outside the breakers from canoes, which ran through them with from four to six in each. As the sloops were filled they sailed for the ship, and ladders having been arranged, the negroes were soon coming over the ship's side; as each one reached the deck he was given a biscuit and sent below. It seemed slow work at first, but as the canoes were soon all launched and rushing through the surf, it presented a busy scene. The sloops were now flying to and from us and a great number of negroes were already on board at 2 P.M.

"The lookout at the masthead shouted: 'Sail-ho! away to the southward.' From the deck we could see nothing. A danger signal was hoisted at once to hurry all aboard faster; in a short while we could see from the deck a little black spot. Smoke! A cruiser! Another signal, a blood-red flag, was hoisted, informing those ashore of the kind of danger. If possible, the bustle ashore was increased; our own boats were lowered and they aided materially. The approaching vessel had seen us and the volume of smoke increased. She could now be seen and was recognized as the Vixen [an Eng-

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lish gunboat] with the naked eye. A signal from shore that a very few remained was hoisted, another hour passed and the vessel was certainly within three miles. Our boats were recalled and the entire fleet of sloops soon sailed toward us. Our boats were hoisted and lines thrown to the sloops now alongside. The Vixen now changed her course slightly and fired a solid shot, which passed to leeward of us, beyond. At this the Spanish captain [of the slaver] cried out: 'Let go!' The pin holding the staple in the anchor chain was cut and the chain parted. Sail was hoisted rapidly, the negroes in the sloops climbed over the ship's side, and as the sloops were emptied they were cast adrift with their single occupant, a Krooman. They scattered like frightened birds." After an exciting chase, the slave-ship escaped and landed her cargo safely on the south shore of Cuba.¹

Kroomen were natives of the coast of Liberia, a powerful and independent race of men, who had never been enslaved. They possessed remarkable skill in handling boats in the heavy surf that beat on the African coast. It was the practice of naval vessels, upon their arrival on the African station, to enlist a number of Kroomen to do the boat work for the ships.

In conformity with the Ashburton treaty, Commodore M. C. Perry was sent in 1843 to the west coast of Africa with four vessels. After this a squadron was kept continuously on the station; but the headquarters of the commodore being at the Cape Verde Islands, it was probably seldom that a force adequate for the service was actually cruising along the slave coast, many hundreds of miles away. Officers and crews were re-

¹ Scribner's Magazine, July, 1890: The Last Slave Ship, by George Howe.

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lieved about once in two years. The climate was unhealthy and the service disagreeable, monotonous and disliked by officers and men. Importations into the United States of slaves from Africa had increased with the rapid growth of cotton cultivation, in spite of strict laws and heavy penalties, and in part because of their lax enforcement. The slave-trade to Cuba and Brazil was also large. Natives bought in Africa for twenty dollars each were sold in Cuba for three or four hundred dollars. By 1849, however, the number taken from Africa had been reduced, through the efforts of American, British, and French cruisers, from over a hundred thousand, ten years earlier, to less than forty thousand annually. In 1851 the British commodore on the station expressed the opinion that the slave-trade had never been in a more depressed condition, which he attributed to the exertions of the British and American squadrons acting together. But during the Crimean War, 1853 to 1856, the British, who had the largest force on the coast, were obliged to reduce it very materially and partly on this account the traffic revived.¹

In 1850 the United States brig Perry, Lieutenant A. H. Foote commanding, overhauled a large ship which was found to be the Martha of New York. "The Perry had no colors flying. The ship, when in

¹ Africa and the American Flag. By Commander Andrew H. Foote, U. S. N. (New York, 1854), ch. xxi-xxxiv. Doubtless one of the best first-hand authorities on the slave-trade, the condition of the natives in Africa and on board ship, and the operations of the U. S. squadrons. See also Journal of an African Cruiser. By an Officer of the U. S. Navy [Horatio Bridge], edited by Nathaniel Hawthorne (London, 1845); and Alden's George Hamilton Perkins, Commodore, U. S. N. (Boston, 1914), ch. iv.

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range of the guns, hoisted the American ensign, shortened sail, and backed her maintopsail. The first lieutenant, Mr. Rush, was sent to board her. As he was rounding her stern, the people on board observed, by the uniform of the boarding officer, that the vessel was an American cruiser. The ship then hauled down the American and hoisted Brazilian colors. The officer went on board and asked for papers and other proofs of nationality. The captain denied having papers, log or anything else. At this time something was thrown overboard, when another boat was sent from the Perry and picked up the writing desk of the captain, containing sundry papers and letters identifying the captain as an American citizen; also indicating the owner of three-fifths of the vessel to be an American merchant, resident in Rio de Janeiro. After obtaining satisfactory proof that the ship *Martha* was a slaver, she was seized as a prize. The captain at length admitted that the ship was fully equipped for the slave-trade." She "was the largest slaver that had been on the coast for many years," and her captain had intended to ship eighteen hundred slaves that night. She had shown American colors, thinking the Perry was English. There were found on board supplies far in excess of the needs of her crew, including one hundred and fifty barrels of farina for slave food; also four iron boilers for cooking the food and four hundred spoons for feeding the slaves. A slave deck was laid, fitted with iron bars for securing the victims. The *Martha* was sent as a prize to New York, where she was condemned in the United States District Court, but the captain forfeited his bail and escaped.¹

In the early fifties the United States brig *Porpoise*

¹ *Africa and the American Flag*, pp. 287-292.

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captured a brigantine slaver near the Niger River. Midshipman Wood was sent aboard as prize-master. "From the time we first got on board," he says, "we had heard moans, cries, and rumblings coming from below, and as soon as the captain and crew were removed, the hatches had been taken off, when there arose a hot blast as from a charnel house, sickening and overpowering. In the hold were three or four hundred human beings, gasping, struggling for breath, dying; their bodies, limbs, faces, all expressing terrible suffering. In their agonizing fight for life, some had torn or wounded themselves or their neighbors dreadfully; some were stiffened in the most unnatural positions. . . . For an hour or more we were all hard at work lifting and helping the poor creatures on deck, where they were laid out in rows. A little water and stimulant revived most of them; some, however, were dead or too far gone to be resuscitated. The doctor worked earnestly over each one, but seventeen were beyond human skill. As fast as he pronounced them dead they were quickly dropped overboard. . . . Their death did not in the least affect their fellows, who appeared perfectly indifferent and callous to all their surroundings, showing not the least sympathy or desire to help or wait on one another. . . . Gradually I allowed a larger number of the blacks to remain on deck, a privilege which they greatly enjoyed. To lie basking in the sun like saurians, half sleeping, half waking, appeared to satisfy all their wishes. They were perfectly docile and obedient, and not by word, gesture, or look did they express any dissatisfaction with orders given them. But again for any little acts of kindness they expressed no kind of appreciation or gratitude." In due time they were landed in Liberia. This

INTRODUCTION

was the common disposition made of slaves recaptured by United States cruisers.¹

Concerning the fate of the blacks rescued by the naval cruisers, Captain Parker says: "When slaves are actually on board a vessel, it is hard to say whether their condition is ameliorated by being recaptured or not. If they are recaptured, they cannot be restored to their homes, for they are taken from the interior, and if landed, the coast tribes make them prisoners again; so some other disposition must be made of them. If captured by an English man-of-war, they are sent to Sierra Leone, or enlisted in the West India regiments; if an American man-of-war captures them, they are landed at Monrovia and apprenticed to the Liberians for a term of years; and if they are not slaves, their condition is so near it that I was unable to perceive the difference."² This may not have been a wholly unprejudiced opinion.

After nearly a year's service on the African station, Lieutenant Dallas was sent home as prize-master in command of a captured slave-ship. He arrived in New York in June, 1859, and delivered his prize to the United States marshal. This proved to be his last active duty in the navy. A few weeks later he suddenly became mentally deranged and was placed upon waiting orders, where he remained, on account of disability, for several years. On December 16, 1864, he was retired as a lieutenant and March 12, 1867, he was promoted to commander on the retired list. He died September 30, 1890.

¹ Atlantic Monthly, October, 1900: The Capture of a Slaver, by J. Taylor Wood.

² Recollections of a Naval Officer, p. 145.

INTRODUCTION

The Papers of Lieutenant Dallas are owned by the Naval History Society and are in the library of the Society. The journal has been abridged in this volume by the omission of a few passages of merely private interest and of most, but not all, of the long and tedious records of nautical and meteorological observations. In the spelling of geographical names, where it seemed best to rectify it, the Century Atlas has nearly always been followed. Otherwise the papers have been subjected to the least possible revision. Some errors, obviously due to carelessness, have been corrected or explained by the insertion of words in brackets; and punctuation has been amended when so doing has appeared essential to clearness.

The editor wishes to express his obligations to the officials of the Harvard College Library, the Boston Public Library, the Massachusetts Historical Society, and the Marine Museum in Boston, and particularly to the secretary of the Naval History Society, whose aid has made the work possible.

THE PAPERS OF
FRANCIS GREGORY DALLAS

THE PAPERS OF
FRANCIS GREGORY DALLAS

[THE SECRETARY OF THE NAVY TO LIEUTENANT
A. J. DALLAS]

Navy Department,
Oct. 17th, 1837.

Sir,

Your letter of the 11th instant, in behalf of Mr. Francis Gregory Dallas, your son, for the appointment of Midshipman, has been received, & filed.

At present no more appointments can be made, but the case will be respectfully considered.

I am respectf'y yrs &c.

M. DICKERSON.¹

Lt. A. J. Dallas,
U. S. Navy,
Boston,
Mass.

¹ Mahlon Dickerson of New Jersey, Secretary of the Navy, appointed by President Jackson, June 30, 1834.

PAPERS OF FRANCIS GREGORY DALLAS

[THE SECRETARY OF THE NAVY TO LIEUTENANT
A. J. DALLAS]

Navy Department,
Feby. 10th, 1838.

Sir,

Your letter of the 6th instant, is received.

I am unable at this time to give any assurance as to
the appointment of your son.

I am respectfully

Lt. A. J. Dallas,
U. S. Navy,
Boston,
Mass.

Yours, &c.

M. DICKERSON.

[THE SECRETARY OF THE NAVY TO F. G. DALLAS]

Navy Department,
April 2d., 1838.

Sir,

The President of the United States has referred to
this Department your letter of the 17th ulto.

There is not at present a single vacancy in the Corps
of Midshipmen, and besides, the State of Massachusetts
has the full share to which its population entitles it.

I am respect'y

Yours &c.

Mr. Francis Gregory Dallas,
Charlestown,
Mass.

M. DICKERSON.

PAPERS OF FRANCIS GREGORY DALLAS

[THE SECRETARY OF THE NAVY TO LIEUTENANT
A. J. DALLAS]

Navy Department,
August 27th, 1838.

Sir,

Your letter of the 19th inst. has been recd. I would remark that the Corps of Midshipmen is full and that Massachusetts has now more than her quota; but if you have received any promise from my predecessor and will transmit it to the Department, it shall be considered with all due respect.

I am respectf'y

Your ob. Servt.

Lt. A. J. Dallas,
U. S. N.
Boston,
Mass.

J. K. PAULDING.¹

[HON. SAMUEL CUSHMAN TO LIEUTENANT
A. J. DALLAS]

Portsmouth, Newhampshire,
24 June, 1839.

Dear Sir,

I have the honor of transmitting herewith, a letter from Judge Prentiss, which will convince you as well as myself, that we are not to have much aid from Vermont.

¹ James Kirke Paulding of New York, Secretary of the Navy, appointed by President Van Buren, July 1, 1838.

PAPERS OF FRANCIS GREGORY DALLAS

I wrote also to the Hon. Mr. Allen but have received no reply. He may have expressed an opinion to you relative to the subject we have so long had under consideration.

I feel exceedingly anxious that your son should receive the appointment which he so much desires. My best wishes to your family as well as your own prosperity and happiness.

I remain, Sir,
With Great esteem,
Your obedient servant,
SAMUEL CUSHMAN.¹

A. J. Dallas, Esqr.
Lt. U. S. Navy,
Cambridgeport,
Mass.

[THE SECRETARY OF THE NAVY TO F. G. DALLAS]

Navy Department,
17 November, 1840.

Sir,

Your letter of the 11th inst. has been recd. & Yours of the same date to the President has been referred to the Department.

In reply you are informed that there is no vacancy in the Corps of Midshipmen.

I am respectfully Yours,
J. K. PAULDING.

Mr. Francis G. Dallas,
Boston.

¹ Ex-Congressman from New Hampshire.

PAPERS OF FRANCIS GREGORY DALLAS

[ACTING SECRETARY OF THE NAVY TO F. G. DALLAS]

Navy Department,
4 Oct. 1841.

Sir,

I have received your letter of the 25th ult. and will lay the same before the Secretary of the Navy, on his return to Washington.

I am, respectfully,
Your ob. servant,

J. D. SIMMS,¹
Actg. Sec. of the Navy.

Mr. Francis G. Dallas,
Charlestown, Mass.

[THE SECRETARY OF THE NAVY TO ACTING
MIDSHIPMAN F. G. DALLAS]

Navy Department,
November 8th, 1841.

Sir:

You are hereby appointed an Acting Midshipman in the Navy of the United States, and if your commanding officer shall, after six months of actual service at sea, report favorably of your character, talents, and qualifications, a Warrant will be given to you, bearing the date of this letter.

I enclose a description of the uniform, and the requisite oath; the latter, when taken and subscribed, you will

¹ Chief clerk of the Navy Department.

PAPERS OF FRANCIS GREGORY DALLAS

transmit to the Department with your letter of acceptance, in which you will state your age and place of nativity.

Your pay will not commence until you shall receive orders for service.

I am, respectfully, &c.

A. P. UPSHUR.¹

Acting Midshipman
Francis G. Dallas,
(appointed at large)
care of Commander
A. J. Dallas,
Boston.

[THE SECRETARY OF THE NAVY TO ACTING
MIDSHIPMAN DALLAS]

Navy Department,
Nov. 24th, 1841.

Sir,

You will report to Commo. Downes for duty on board the U. S. Receiving ship Columbus.

I am, respectf'y, yours

A. P. UPSHUR.

Act'g Midn.
Fras. G. Dallas,
U. S. Navy,
Boston.

¹ Abel Parker Upshur of Virginia, Secretary of the Navy, appointed by President Tyler, September 13, 1841.

PAPERS OF FRANCIS GREGORY DALLAS

Endorsement

Navy Yard, Boston,
Novr. 30th, 1841.

Sir,

You will report to
Captain Joseph Smith for duty on board the Rec'g Ship
Columbus.

Respectfully &c.

JNO. DOWNES.

[THE SECRETARY OF THE NAVY TO ACTING
MIDSHIPMAN DALLAS]

Navy Department,
Decr. 24, 1841.

Sir,

You are hereby detached from the Recg. Vessel Co-
lumbus, and will report to Commo. Downes for duty on
board the Frigate Columbia.

I am respectfly, &c.,

A. P. UPSHUR.

Act'g Midn.
Francis G. Dallas,
U. S. S. Columbus,
Boston.

Endorsement

Sir,

You will report to Capt. Parker¹ for duty on board the Columbia, but until the crew of that ship is removed from the Columbus you will continue to do duty on board the latter ship.

Resps.

JNO. DOWNES.

Navy Yard, Boston,
28 Decr. 1841.

[THE SECRETARY OF THE NAVY TO
MIDSHIPMAN DALLAS]

Navy Department,
March 21st, 1843.

Sir,

Herewith you will receive a warrant, appointing you a Midshipman in the Navy of the United States from the 8th day of November 1841, the receipt of which you will acknowledge to this Department.

I am, respectfully yours,

A. P. UPSHUR.

Midn. Francis G. Dallas,
U. S. Ship Columbia.

¹ Captain Foxhall A. Parker, U. S. Navy.

[THE SECRETARY OF THE NAVY TO
MIDSHIPMAN DALLAS]

Navy Department,
Jan'y 11, 1845.

Sir,

You are hereby detached from the U. S. Ship Columbia and a leave of absence is granted to you for three months from this date, at the expiration of which you will report to this Department.

You will inform the Department of every change of your residence in the mean time.

I am, respectfully yours,

J. Y. MASON.¹

Midn. F. G. Dallas,
U. S. Navy,
Norfolk.

¹ John Young Mason of Virginia, Secretary of the Navy, appointed by President Tyler, March 14, 1844.

[THE SECRETARY OF THE NAVY TO
MIDSHIPMAN DALLAS]

Navy Department,
April 7th, 1845.

Sir,

Proceed to Pensacola and report to the Commandant
for duty at the navy yard at that place.

I am, respectfully,

Your Obedient Servant,
GEO. BANCROFT.¹

Midn

F. G. Dallas,
U. S. Navy,
Fortress Monroe,
Old Point Comfort,
Va.

Endorsed:

Reported June 10th, 1845.
GEO. NICHOLAS HOLLINS,
Commander.

¹ George Bancroft of Massachusetts, Secretary of the Navy, appointed by President Polk, March 11, 1845.

PAPERS OF FRANCIS GREGORY DALLAS

[THE SECRETARY OF THE NAVY TO
MIDSHIPMAN DALLAS]

Navy Department,
March 10th, 1846.

Sir,

You are hereby detached from the Navy Yard, Pensacola, and you will report to the senior commanding officer at Pensacola for duty on the Home Squadron.

You will inform the Department of the day on which you shall report in obedience to this order.

I am respectfully yours,
G. BANCROFT.

Midn Francis G. Dallas,
U. S. Navy,
Pensacola, Fla.

Endorsement

Sir,

Report in obedience to the above order.

Respy,

W. K. LATIMER,
Comdt.

Second endorsement

U. S. Frigate Raritan,
Pensacola, Mar. 19, 1846.

Sir,

You will report yourself, forthwith, to Captain Andrew Fitzhugh, for duty on board the U. S. Steam Ship Mississippi under his command.

I am Respy. etc.

F. H. GREGORY,
Capt.

Midn Francis G. Dallas,
U. S. Navy.

[MIDSHIPMAN DALLAS TO SURGEON HULSE]

Naval Hospital, Pensacola,
June 3rd, 1846.

Dr Sir,

It is with feelings of unfeigned and heartfelt thankfulness that I take this method of expressing to you my appreciation of the unremitting care and thoughtful attention I have received at your hands.

Under the circumstances which I came to the Hospital of which you have charge, my situation so critical that the most sanguine supposed it next to impossible that I should recover, these making peculiarly alive to the benefit of the treatment received from yourself, one who must ever find pleasure in feeling grateful for his own actual experience of the same.

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I take this occasion and this manner to make you aware of the feelings I entertain relative to this, and hope you will receive it in the spirit in which it is made.

With the best wishes for your continued health and happiness I remain very sincerely

your obliged Friend & Obt Sert,
FRANCIS G. DALLAS,

To Isaac Hulse,¹

U. S. Navy.

in charge of Naval Hospital,
Pensacola, Fla.

[SURGEON HULSE TO MIDSHIPMAN DALLAS]

U. S. Naval Hospital, Pensacola,
June 3rd, 1846.

Mr. Francis G. Dallas,

Midn. U. S. Navy.

Dear Sir,

I take pleasure in acknowledging the receipt of your letter of this date. It was penned, I perceive, on the occasion of your expected speedy discharge, cured, from the Hospital. It expresses the sentiments of a generous heart, because it evinces gratitude for supposed benefits conferred. Your recovery from your late serious injury has not been the result of any extraordinary medical or surgical skill exhibited by your medical attendants. You owe it to a constitution which I think may now be pronounced good, as I have had experience of it in more respects than one.

The impatience you lately manifested to be at your post while important events were transpiring, has con-

¹ Surgeon, U. S. Navy.

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vinced me that you are one of those who will do good service on some future day more pregnant of events even than those which we have just seen. Wishing you a continuity of health & a long life of happiness,

I remain, very truly

Your friend & Obt Sert,

ISAAC HULSE,

Surgeon, U. S. Navy.

[COMMODORE CONNER TO MIDSHIPMAN DALLAS]

U. S. S. Cumberland,
Pensacola Bay,
June 4, 1846.

Sir,

Report to Comd'r W. J. McCluney, for duty on board the U. S. S. John Adams.

I am, Very Resp'y etc.

D. CONNER,¹

Comd'g Home Squadron.

Mid. F. G. Dallas,
U. S. N.

[MIDSHIPMAN DALLAS TO COMMODORE CONNER]

U. S. Sloop of War John Adams,
off Vera Cruz, July 4th, 1846.

Sir,

I beg leave to solicit permission to join the U. S. Steamer Princeton. I make this request reluctantly,

¹ Commodore David Conner, U. S. Navy.

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but feel I am justified in so doing by the state of my health, for did I consult my choice alone, I should remain in this ship.

I have found the climate to be injurious to me and feel sensibly the change even in the short time I have been here.

I am in hopes to avoid again going to a Hospital by joining the Princeton, thinking she may shortly go farther North and knowing from previous experience that this would be of benefit to me and enable me to return with renovated health. I find too the duty on board of so active a vessel to be more than my health allows me to attend to with the alacrity I should wish, the duty on board of a steamer I think I should find lighter. I do not make this application solely upon my own opinion, the Doctor has said he thought the change would prove very beneficial; neither has any dissatisfaction influenced me, for I have reason to suppose that my conduct since attached to her has met with the approbation of Commander McCluney.

I hope, Sir, the motives actuating me in making this request will be thought my sufficient excuse.

I have the honor to be, very Resp Yr Obt Sert,
FRANCIS G. DALLAS.

Com'dore
David Conner.

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[COMMODORE CONNER TO MIDSHIPMAN DALLAS]

U. S. Ship Cumberland,
off Vera Cruz,
July 4th, 1846.

Sir,

Your letter of this day's date has been received. Your request to be transferred to the Princeton cannot be complied with, but if the state of your health is such as to prevent the performance of your duty on board the John Adams, leave will be granted you to go to the Naval Hospital at Pensacola, on the recommendation of the Surgeon of that ship, approved by the Surgeon of the Fleet.

I am, Very Resp'y, etc.

D. CONNER,
Comd'g. Home Squadron.

Midshipman F. G. Dallas,
U. S. Ship John Adams.

[MIDSHIPMAN DALLAS TO COMMODORE CONNER]

U. S. Ship John Adams,
Septbr 16th, 1846.

Sir,

I beg leave to request permission to go North in the U. S. Schooner Flirt. My reasons for making this application are the following:

During the last fourteen months I have three several times been forced by the state of my health to go to the

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Hospital; and am at present by the Surgeon's advice again an applicant for a Hospital. I think could I once get Home my native air would restore me.

Another reason I have to present for your consideration is that I have never had a leave of absence since I entered the Navy; and have not been Home for upwards of five years. In the latter part of this period of years I have lost my Father by death; this has left two younger sisters orphans; also has left affairs which have long required my attention to arrange. I have been deterred from asking this permission from the time of my Father's death from an affection of the lungs; this affection has been nearly removed; by a severe blow upon the head which produced concussion of the brain received last April. I beg leave to submit these reasons for your consideration. I have consulted Dr. Barrington who thinks this application advisable.

I have the honor to be Sir

very Respectfully, yr obt Servt,

To

FRANCIS G. DALLAS,

David Conner,

Midn U. S. Navy.

Commander in Chief of the

Naval Forces in the Gulf of Mexico.

[COMMODORE CONNER TO MIDSHIPMAN DALLAS]

U. S. Ship Cumberland,
off Vera Cruz, Sept. 18, 1846.

Sir,

Your application of the 16th inst. to return home on account of ill health has been received.

In consequence of the representation of Surgeon

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Barrington, permission is granted you to return to the North for the restoration of your health, and you will report to Lieut. Comd'g Sinclair for a passage in the Flirt to Norfolk. On your arrival at that place, you will report to the Department.

I am, very respectfully, &c.

Mids. D. CONNER,
Francis G. Dallas, Comd'g Home Squadron.
U. S. Ship John Adams.

[THE SECRETARY OF THE NAVY TO
MIDSHIPMAN DALLAS]

Navy Department,
Nov. 4th, 1846.

Sir,

Your letter of the 1st instant reporting your return from the Home Squadron on account of ill health has been received.

Leave of absence for two months from this date is granted to you, at the expiration of which you will report to this Department.

Under a regulation of the Department the Midshipmen appointed since the 20th of Septr, 1841, are not ordered to the Naval School preparatory to the examination next year.

I am respectfully

Yours,

Midn. Francis G. Dallas, J. Y. MASON.¹
U. S. Navy,
Norfolk, Va.

¹ Secretary of the Navy, appointed for a second term by President Polk, September 10, 1846.

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[THE SECRETARY OF THE NAVY TO
MIDSHIPMAN DALLAS]

Navy Department,
Jany 6th, 1847.

Sir,

For the reasons stated in your letter of the 3d instant, your leave of absence is hereby renewed for two months from this date, at the expiration of which you will report to this Department.

I am, respectfully,

Yours,

Midn. Fras. G. Dallas,
U. S. Navy,
Boston.

J. Y. MASON.

[MIDSHIPMAN DALLAS TO THE SECRETARY
OF THE NAVY]

Boston, March 2nd, 1847.

Sir,

I beg leave to solicit orders to join the Squadron in the Gulf of Mexico by the first vessel that sails for that destination.

I am anxious to have an opportunity of active service.

I have the honor to be, Sir,

very Respt yr obt Servt,

FRANCIS G. DALLAS,

The Honr. John Y. Mason,
Secretary of the Navy,
Washington, D. C.

U. S. Navy.

PAPERS OF FRANCIS GREGORY DALLAS

[MIDSHIPMAN DALLAS TO THE SECRETARY
OF THE NAVY]

Boston, March 6th, '47.

Sir,

I beg leave to inform the Navy Department that my leave of absence expires this day. Thinking there will be active service in the Gulf I am anxious to throw aside all considerations of health and take part in them.

I have the honor to be, Sir, very
Respt. Yr. Obt. Servt,

FRANCIS G. DALLAS,

The Honbl. John Y. Mason, Midn. U. S. Navy.
Secretary of the Navy,
Washington, D. C.

[THE SECRETARY OF THE NAVY TO
MIDSHIPMAN DALLAS]

Navy Department,
March 10th, 1847.

Sir,

Proceed to Norfolk, Va, *without delay*, and report to Commo. Skinner for duty on board the U. S. Sloop of War Saratoga.

I am respectfully yours,

Midn

Francis G. Dallas,
U. S. Navy,
Boston.

J. Y. MASON.

Enclosure

Extract from General order of January 30, 1846.

“All officers will promptly acknowledge the receipt of orders, and inform the Department immediately on their having reported in obedience to them.”

[MIDSHIPMAN DALLAS TO THE SECRETARY
OF THE NAVY]

Boston, March 14th, 1847.

Sir,

I have the honor to acknowledge the receipt of orders from the Department this day, to join the U. S. Ship Saratoga at Norfolk.

I shall obey with promptness.

I have the honor to be, Sir, very truly

your obt. sert,

FRANCIS G. DALLAS.

The Honr.

John Y. Mason,

Secretary of the Navy,

Washington, D. C.

PAPERS OF FRANCIS GREGORY DALLAS

[COMMODORE PERRY TO MIDSHIPMAN DALLAS]

Navy Yard, Vera Cruz,
20th November, 1847.

Sir,

You will report yourself to Lieut. Comdt T. A. Hunt, for duty on board the U. S. Store Ship Electra under his command.

On the arrival of the Electra at Pensacola, you will proceed to Washington, and report to the Honourable Secretary of the Navy.

I am, respectfully,

Your obt Sert,

M. C. PERRY,¹

Commanding Home Squadron.

Midshipman

F. G. Dallas,

U. S. Ship Saratoga.

[COMMANDER UPSHUR TO MIDSHIPMAN DALLAS]

U. S. Naval School,
Annapolis, Md.
May 6th, 1848.

Sir,

At your request and under your assurance that important business demands your presence in Washington

¹ Commodore Matthew Calbraith Perry, U. S. Navy.

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and Philadelphia, leave of absence is hereby granted to you, until the 10th inst.

I am

very respectfully

Your obt. servt.,

G. P. UPSHUR,

Comdt. & Supt.

Midn

F. G. Dallas,

U. S. Navy,

Present.

[SURGEON BARRINGTON TO PASSED
MIDSHIPMAN WYMAN]

Philadelphia, May 8th, 1848.

Dear Sir,

I have recd your note of the 6th inst. enclosed in a letter from Midn Dallas, of same date.

I recollect that in the month of August (or perhaps in the latter part of July) 1846, Mr. Dallas in a fit of delirium jumped overboard from the John Adams when lying off Tampico, and that he was under treatment for some time with an affliction of the brain. I know also (although it did not come under my personal observation) that Mr. D. received a serious injury of the head a few months previously, on board the Mississippi. A detailed account of his case, while under my charge, is recorded in the Medical Journal of the J. Adams, which I suppose either has been, or soon will be, sent to the Bureau of Medicine & Surgery, and which will be much more precise and satisfactory than any statement I could make from memory alone.

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This I presume may also be considered a reply to Mr. D's letter. If I can give any further information on the subject, I will do so cheerfully.

Very respectfully your obt sert,

SAML BARRINGTON.¹

Mr. R. Harris Wyman, U. S. N.²

[ASSISTANT SURGEON TAYLOR TO MIDSHIPMAN DALLAS]

Boston, May 15, 1848.

Dear Sir,

Your letter of the 7th Inst. was duly received, requesting me to furnish you with a certificate of your former condition of health.

I remember that you were on the sick list on board of the John Adams between Aug. 7th & Sept. 20th, 1846, affected with Acute Meningitis, which was attributed by Dr. Barrington and myself to an injury of the skull, received on board of the U. S. Steamer Mississippi. The first intimation that we had of your laboring under Mental Aberration, was your jumping overboard whilst at anchor off Tampico. If I remember rightly this state of things lasted several days.

You can doubtless obtain from Dr. Barrington a certificate, which would be of some service to you.

Respectfully yours,

J. WINTHROP TAYLOR.³

[Mid. F. G. Dallas, U. S. Navy.]

¹ Surgeon, U. S. Navy.

² Brother-in-law of Midshipman Dallas.

³ Assistant Surgeon, U. S. Navy.

PAPERS OF FRANCIS GREGORY DALLAS

[MIDSHIPMAN DALLAS TO MIDSHIPMAN HARRISON]

Naval School,
Annapolis,
May 24th,
1848.

Sir,

Your attacks upon my reputation, your insult and injury, demand satisfaction, which I now insist upon receiving from you.

I am ready at present without a Friend, or with a Friend whom I have sent for, immediately upon his arrival.

Respectfully,
FRANCIS G. DALLAS.

Midn.

G. Harrison,
U. S. N.

[MIDSHIPMAN DALLAS TO MIDSHIPMAN DIBBLE]

Naval College,
Annapolis,
May 24th,
1848.

Sir,

Your attacks upon my reputation, your insult and injury, demand satisfaction, which I now insist upon receiving from you.

PAPERS OF FRANCIS GREGORY DALLAS

I am ready at present without a Friend, or with a Friend whom I have sent for, immediately upon his arrival.

Respectfully,
Midn FRANCIS G. DALLAS.
G. M. Dibble, U. S. N.

[MR. HENDERSON TO MIDSHIPMAN GALE]

Naval School,
Annapolis,
28th May,
[1848.]

Sir,

I am requested by Mr. Francis G. Dallas to inform you that he has in his possession a certificate from Surgeon Barrington, U. S. N. & also letters from Mr. Jas. S. Thornton¹ in refutation of the accusations brought by you against his character as a Gentleman. These have proved satisfactory to his friends. He now holds you to a personal account for your conduct in this matter; he also does two other gentlemen. I am ready to receive from you any communications in relation to this matter, and as my time is limited, hope that you will give this your earliest attention.

Respectfully,
FRANCIS W. HENDERSON.
Midn Jno. Gale,
U. S. Navy.

¹ Passed Midshipman, U. S. Navy. In 1864 Thornton was lieutenant-commander and executive officer of the U. S. S. Kearsarge in her fight with the C. S. S. Alabama.

[CERTIFICATE OF MR. HENDERSON]

I arrived at the U. S. Naval School, Annapolis, on Sunday Evening, 28th May, 1848, and soon after waited upon Mr. G. Harrison, U. S. Navy, with a note from Mr. F. G. Dallas. Mr. Harrison referred me to Mr. Coleman. Mr. Coleman informed me that the conduct to which Mr. Dallas took exception was founded on information given to them (Messrs Harrison and Dibble) by Mr. Jno. Gale, and requested a delay of two days until they could receive a letter from, or Mr. Gale could arrive in person at Annapolis, & then they could judge whether Mr. Dallas was entitled to satisfaction.

I then called upon Mr. Dibble and was referred by him to Mr. Whiting. Mr. Whiting was conferring with Mr. Coleman at the time I found him, and he desired the same delay and for the same reasons as Mr. Coleman & in both instances I felt bound to make the concession. All this upon the 28th day of May, 1848, at the Naval School, Annapolis.

Tuesday 6. P.M. I called on Mr. Coleman and informed him that we could see on our part no cause for further delay & unless Mr. Harrison met Mr. Dallas that he (Mr. Dallas) must make the matter public & afterwards demand a Court of Inquiry from the Secy. of the Navy. He refused to allow Mr. Harrison to meet Mr. Dallas until Mr. Gale's arrival, and even then with the proviso that these charges which they pretend to bring against Mr. Dallas are disproven.

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I called on the 30th May upon Mr. Whiting and made the same statement to him as the above, and he declined peremptorily rec'g Mr. D's note for Mr. Dibble and stated further that it was his wish under circumstances to have declined rec'g Mr. Dallas' note on the 28th inst.

Mr. Dallas on my arrival here requested me to hand to Mr. Gale a note dated upon the 21st, but I was prevented from seeking Mr. Gale, hearing that he was expected here daily. I rec'd my information from Messrs Coleman & Whiting. I arrived here on the 21st inst.

Mr. Coleman informed me, that, in the event of Messrs. Dibble & Harrison finding themselves able to prove their charges against Mr. Dallas, that they would save him the trouble of a Court of inquiry and intended to try him by Court martial.

A true statement.

FRANK W. HENDERSON.

F. G. Dallas,
Naval School,
May 30th, 1848.

[MIDSHIPMAN GALE TO MIDSHIPMAN DALLAS]

Annapolis, Md.
June 6th, '48.

Sir,

I acknowledge the rec't of a communication from yourself through Mr. Henderson. The attack upon your *character, the insult, & the injury to yourself* of which you complain consist in certain charges against

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you of long standing. These charges, Sir, you are well aware did not originate with the above, but for my participation in them (owing to the peculiar circumstances connected with the affair at the present moment) I will do you the honor (which I consider by no means justly your due) of giving you a meeting. You are aware, Sir, that in order to substantiate these charges fully I should be compelled to resort to measures as disagreeable to me as they ought to be to you & this is my reason for not bringing you to trial & through that trial to the punishment which you so richly deserve; a full statement of your conduct properly certified will be placed in the hands of my friends, also my motives in giving you a meeting, the first to prove clearly that I have stated nothing which is not susceptible of proof, & the second, that my character may not suffer by the act, on my part, of giving personal satisfaction to one whom I consider so wholly unworthy of it at the hands of a gentleman. All necessary preliminaries on my part will be arranged by my friends through whom you will receive this communication.

(Signed) JNO. GALE,
U. S. N.

F. G. Dallas, U. S. N.

Endorsed:

We certify on honor that this is a true copy of a letter from Jno. Gale, Esq. to F. G. Dallas, which Mr. Dallas declined receiving. Copy furnished at Mr. Henderson's request.

CHAS. C. HUNTER
F. W. HENDERSON

Bladensburg,
June 7, 1848.

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[CERTIFICATE OF DR. PALMER]

Bladensburgh, June 7th, '48.

By request I was present, as surgeon, at a duel fought between Mr. Dallas and Mr. Gale; the former was wounded, the ball entering the deltoid muscle at the posterior part of the Axilla, and lodging in the Trapezius muscle, between the posterior sup. Angle of the Scapula and the spine, paralyzing the muscle mentioned, thereby rendering Mr. Dallas unable to raise his right arm; both parties were anxious for a second shot, this was prevented by my intervention. I can testify to the courage and firmness of both parties, on this occasion.

W. GRAY PALMER.

P.S.

By saying that both parties were anxious for a second shot, I mean that Mr. Dallas demanded it and the other party was willing to oblige him; they were, as I said before, prevented by my intervention.

W. G. P.

[COMMANDER UPSHUR TO THE SECRETARY
OF THE NAVY]

U. S. Naval School,
Annapolis,
June 8th, 1848.

Sir,

I am sorry to inform you, that a carriage came into the Yard about 8 o'clock last evening (7th Inst.) bearing Midn. Francis G. Dallas (wounded in the right

shoulder) and two of his room mates, who I presume received him from the cars at the Rail Road depot. The wound was no doubt received in a duel near Bladensburg and from a pistol ball fired by Midn Jno. Gale, now under expulsion from the school by sentence of a Court Martial.

Midn Chas. C. Hunter is supposed (and beyond a doubt correctly) to have acted as the second of Mr. Gale. Mr. Dallas' second is unknown to me, but he is believed to be some gentleman not connected with the Naval School.

Mr. Hunter, who was on the sick report, laboring under ophthalmia and unable to attend to his Academic duties, obtained my permission the night before "to visit the country" next morning. At a late hour the same night (the 6th) Mr. Dallas also applied by note for leave to go to Washington "on business & for the purpose of seeing the Secty of the Navy." To this note I did *not* reply, intending to see Mr. Dallas next day, and to require from him an assurance that he was not going away for the purpose of fighting a duel, with a pledge that he would not fight, nor make arrangements to fight during his absence. From a communication made to me a few days before, and, as he informed me, by your order or advice, I knew that he had such a step in contemplation, but inferred from the tenor of his remarks, that he would not carry it into effect while under my command.

On going to my office, early next morning, I was greatly surprised at receiving through a servant a second note from Mr. Dallas, informing me that as he knew I was much engaged when his note was sent the night before, he supposed I was unable to attend to it,

and that not doubting I would grant the leave for which he asked, he had decided to start in the early cars of next morning. This he did, *without* my permission, and returned the same evening, wounded, as before stated. The ball was extracted and the wound dressed probably on the ground. I am happy to state that Surgeon Lockwood considers the wound slight, and sees no cause at present to apprehend a fatal or serious result.

On calling Mr. Hunter to my office this morning, and interrogating him on the subject, he told me promptly, that as the affair would in all probability be subjected to further official investigation, he thought that answering questions would or might implicate himself, and that therefore, he must respectfully decline to answer. He informed me, however, that Messrs Gale & Dallas were the only officers who returned with him in the cars.

The circumstantial evidence against Mr. Hunter is so conclusive in my own mind, that I have deemed it proper to suspend him from privileges with orders to confine himself to the limits of the school and attend as usual to his studies.

Mr. Dallas being in no danger, I have thought it best that I should not see him at present, and respectfully ask your instructions in regard to him & Mr. Hunter.

Mr. Gale has, I presume, returned to the Eastern shore in the boat of this morning.

I have the honor to be, Sir,
with great respect your obt. St.,

G. P. UPSHUR,
Comd. & Supt.

Hon. Jno. Y. Mason,
Secty. of the Navy,
Washington.

[PASSED MIDSHIPMAN WYMAN TO
MIDSHIPMAN DALLAS]

Washington, D. C.

[June 9th, 1848.]

Dear Frank,

I heard yesterday of your misfortune in getting shot, but could not learn from very good authority the circumstances, but was assured by Blanton that it was a trifle. I am inclined to believe he was on the ground. I intended going down yesterday afternoon, but from Blanton's relation of the circumstances was induced to wait until I heard, which I did this morning from Otis. Carter told me that at the depot he met Mr. Magaw going to Annapolis, that he spoke of the duel and seemed annoyed that you were the one wounded. I would advise you not to give Mr. Dibble satisfaction in any way, should he at this distant date ask for it, but hide him if he opens his lips. Harrison I am inclined to believe did not intend to get into a fight and by proper measures no disagreeable circumstances will arise from it. I trust that now you will let Mr. Gale rest for the present. I will when I see you tell you my plan, if you intend having revenge. Your character has nothing to do with that and years might first elapse—it would make no difference—but I would never express even an intention if you entertain it of having such; revenge should be taken slowly but surely and in such a manner as does not expose yourself. You must recover as quickly as you can for your examination, practice using your left hand so that should you not have the use of your right you may use that in your examination, or otherwise there

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could be no objection for some person ignorant of the questions &c. to place on paper figures at your dictation. Emily was yesterday noon much troubled until I found out how the affair was. Get some one to write me how you get on—and should you wish me to come down, write up.

Your attached friend,

WYMAN.

[MR. HENDERSON TO MIDSHIPMAN DALLAS]

Friedland (near)
Fredericksburgh,
Va.

My dear Dallas,

I wrote you from Baltimore but fearing that you did not receive my letter, I write again. I hope you are fast recovering from your wound, & if you should want me, or I should be required as a witness in your Court of Inquiry a letter directed here will reach. Write me how you are. In haste,

truly yours,

FRANK W. HENDERSON,
Fredericksburgh,
Va.

F. G. Dallas, Esq.,
Annapolis, Md.

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Copy of Correspondence with the President of the United States and Hon. Secretary of the Navy relative to the Duel at Bladensburg.

[MIDSHIPMAN DALLAS TO THE SECRETARY
OF THE NAVY]

Naval School, Annapolis, June 17th, 1848.

Sir,

I beg leave most respectfully and urgently to request that a delay of a week or two may be made in my case (relative to the recent duel). My reasons are as follows, I feel convinced I can present my Situation and the *strong causes* which *absolutely forced* me to take this course in so strong a light before the President as to induce him to alter his views, if they be now unfavorable to me, when he becomes aware of the attacks made upon my *character* and my *reputation*, of the persecution it was attempted to make me subject of; also when he knows that I appealed to you, Sir, for a court of Inquiry, which in your Judgment was thought unnecessary, I hope he will find cause to look more leniently upon me.

I ask for this delay to enable me to recover my health sufficiently to lay my case personally before the President. I beg leave to solicit you, Sir, to lay this letter before the President of the United States. I think my peculiar position will be a warrant for pursuing this

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course and I earnestly hope, Sir, this will meet with your approbation.

I am, Sir, very Respectfully
Yr. Obdt. Servt.,
FRANCIS G. DALLAS,
Midn, U. S. Navy.

Honble
J. Y. Mason,
Secretary of the Navy,
Washington,
D. C.

[THE SECRETARY OF THE NAVY TO
MIDSHIPMAN DALLAS]

Navy Department,
June 20th, 1848.

Sir,

I have received your letter of the 17th inst.

Your case will be decided as soon as the Department receives an answer to its communication to you, of this day, enclosing a copy of a report of the Superintendent of the Naval School dated the 8th inst.

I am resp'y
your ob. svt.,
J. Y. MASON.

Midn Francis G. Dallas,
Naval School,
Annapolis, Md.

[MIDSHIPMAN DALLAS TO THE SECRETARY
OF THE NAVY]

U. S. Naval School,
Annapolis, Md., June 21st, 1848.

Sir,

In answer to your communication of the 20th inst. I have to state that I admit without hesitation the fact of having been engaged in a duel fought at Bladensburg on the 7th inst. and although I do not attempt to justify this, I think I can show you sufficient cause to make you, Sir, look leniently upon this act. I enclose a full statement of the circumstances which drove me to this course, and which indeed did not leave me any other to pursue. I now throw myself upon the justice and the clemency of the Department and President in this matter. I applied to Commander Upshur for leave, assigning as a reason my desire to visit Washington, to see you, Sir; this was my wish when I wrote the note, the reason this, to make another effort for a court of Inquiry, or some other action in my case. Circumstances occurred that evening which rendered it necessary and in fact which involved a point of honor, and of course obliged me to leave in the morning. I obtained permission of the Doctor to leave the Fort; being under his treatment, this permission was to leave the Fort next morning.

I do not attempt to conceal the wrong I have done, Sir, in this matter, but think my causes were of so strong a nature as to mitigate this in the eyes of the Department.

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I made no promise or Pledge to Commander Upshur not to be engaged in a Duel while at the School; he could have inferred from my remarks that I should try to avoid this course.

I have the honor to be, Sir,
Very Respt.

Yr. Obt. Servt,
FRANCIS G. DALLAS.

Hon.

John Y. Mason,
Secretary of the Navy,
Washington, D. C.

[MIDSHIPMAN DALLAS TO THE SECRETARY
OF THE NAVY]

Naval School, Annapolis,
June 21st, 1848.

Sir,

In reply to your communication of the 20th inst. I beg leave to present the following Statement of my position and of the course of persecution that has sought to make me the subject of, and sufferer from,

About the 1st of May last I was informed by a Lady (my private feelings towards whom I will not dwell upon, but will pass these by, remembering that all the *nearer* and *dearer* feelings of which man is capable were *outraged* in the most *ungenerous* and *unmanly* manner); to continue, I was informed by this Lady that a person or persons had warned her against myself, that I was wild and dissipated, that my brother officers

would not associate with me, and several other slanderous reports, she declined mentioning any names; all these have been and can be again shown to be false and malicious. It is notorious in the School that I am neither wild or dissipated. After leaving this Lady I revolved in my mind who in the Naval School was my known enemy; the *only man* I knew positively to be inimical towards me was Midn Jno. Gale. This person I had been on board of the Frigate Columbia with three years, most of this time without even exchanging the common civilities of the day; he was, and it admits of proof, my enemy. I went to him, I asked him if he had made any assertions, or taken any report to a Lady against me; he told me he had and to my *utter astonishment* and *entire amazement*, added that he knew I had been guilty of falsehood while on board the U. S. Ship John Adams two years since; he added that this he could prove before the whole school, and called upon another person by whom he asserted he could substantiate this; he added furthermore that I had acted *dishonorably* with a Friend of mine, Midn Thornton, on board of the Columbia Frigate some *five years* since. These charges coming to me in this manner for the first time, with an assertion of being capable of proof, would not have made me hesitate one moment, had I not known that for several weeks of my life I had been partially deranged and actually delirious, the charge of falsehood which is asserted to have occurred the *very day* before I had jumped overboard from delirium and endeavored to drown myself; this last knowledge made me hesitate, for I saw at once that a man who was my enemy had me at a disadvantage and was disposed to use it, the only refutation I had was my simple denial;

these passed with the rapidity of thought through my mind. I answered to Mr. Gale, "I have no recollection of their occurrence, if they did occur I was not in possession of my right senses." I added, "can you, Sir, look at me and say you believe these charges true? you know you are an enemy of mine, you know you have me at a disadvantage, are you, Sir, acting conscientiously?" He said he was (a most strange way of showing this feeling, where was his legal method). I left him saying, "you have the advantage of me, I wish you would not act for a few days." I was at this time laboring under a state of the greatest mental excitement from the fact of the *deep outrage* my *warmest feelings* had met with and did not act as coolly as I should have done under other circumstances. I have in my possession a letter from Surgeon Barrington (surgeon of the John Adams), which states that I, while in a fit of delirium, jumped overboard and tried to drown myself, and suffered sometime afterwards from an affection of the brain; this is the very time I am charged with falsehood. Here some explanation is necessary relative to the promoting causes of alienation of mind. On the 26th day of April, 1846, while in the execution of my duties on board of the U. S. Steamship Mississippi, I received a severe Contusion and I think fracture of the skull from some heavy bags of coal falling upon my head. I remained at the Hospital at Pensacola untill the 8th of June following, some five weeks after the accident; in the meantime the war with Mexico was declared. I gained the consent of the surgeon under whose charge I was (after importuning him for some time) to leave the Hospital, anxious to be near the scene of active service. I joined the John Adams five weeks after this accident, my brain

still in a delicate state; while on board of the Adams I suffered daily from pains in my head and finally jumped overboard in delirium. Now, Sir, I solemnly assert that I have no recollection nor consciousness (and really believe this charge to be malicious) of what I am charged with; did it occur, it must have been when I was not in the possession of my right senses. Now is there any fairness, any justice in making me responsible for words or acts when suffering under the dispensation of the Almighty? Why have I been allowed to wear my uniform, to remain in the Service years after these things are said to have occurred, why have I been associated with by my brother officers, why were they not brought forward in a legal form, why first uttered to a Lady? For about ten days from the time I first had knowledge of these reports I was engaged using every effort to obtain disproof; for the truth of this assertion I refer to Pasd. Midn R. H. Wyman. In the meantime scandalous reports were freely circulated among my brother officers, affecting my character as a gentleman; one person came to me and told me he had circulated reports about me, that he was my enemy, or words to this effect, another person told me that he stood in my path between a Lady and myself, this person being at the same time almost a stranger to both this Lady and myself; a few days after I was one evening informed that a meeting of the members of the school (without any legal authority or knowledge of the Commander) was to be called, and that I was at liberty to attend, doubtless supposing I would fear to attend it and would allow myself to be crushed without resistance; at 5 o'clock that evening the bell rang by preconcerted signal, I went to the Recitation hall; one against upwards

of 80 Gentlemen I took one side of the hall facing the assemblage, come there like a modern semblance of the Inquisition. After some remarks to this effect that reports were in circulation against a member of the school seriously affecting his character, I then said to the assemblage, "Gentlemen I am the person pointed at. I have not the slightest hesitation in telling you all, and am prepared to meet you." They proceeded (I mean the Clique who have taken up arms against me) to elect a committee. Some friend alike of justice and of myself moved and it was carried to allow me to object to any member, with or without reasons; but to be brief, the meeting was an entire failure, the sense of the majority condemning this course. I then told any who were friendly disposed towards me, I was prepared and willing to refute and explain away the charges made against me, but for my enemies I *defied* them *one* and *all*. This is but a brief account of an attempt to put me down which by myself I mastered; now after this what person of any justice or firmness can blame [me] for personally resisting this system of persecution, could I tamely submit without a struggle, for of what value is life without character? I endeavored to get personal satisfaction from those who had personally and in the grossest manner insulted me; they refused to give it to me until I had cleared myself from charges which they evidently shrank from bringing forward in a legal manner, willing to stake my reputation, to injure me vitally by slander, but unwilling to give me satisfaction or treat me fairly, willing in short to ruin my character with my brother officers, to injure me in every way, but unwilling to take proper and legal measures to prove (if they admit of proof) the accusations which [they]

bring against me, or pretend to do. I now went in person to you, Sir, the Honorable Secretary of the Navy. I laid before you to the best of my recollection the position in which I was placed, the charges brought against me, the course pursued towards me, the manner in which I had acted. I appealed to you for advice and I asked you to grant me a Court of Enquiry. You in your judgment thought this unadvisable. I returned to the school, I found cold looks and colder actions from a number of my brother officers, I found I should be put in Coventry, I should in short be forced to leave the Service with my [reputation] resting under a stigma. I had already used every effort in my power; my last resort was to make those who had insulted me *fight*, in the hope of getting some satisfaction for my wrongs; the result you know, Sir. I have a severe wound added to my previous injuries. Now I think, Sir, that no person with one spark of spirit, or who felt his own innocence, could have refrained any longer, even if they could so long, in acting as I did. I do not attempt to justify *duelling* as a principle, for upon principle I am opposed to it. I will not say how great the struggle to go in opposition to my ideas of right was, but in this case, one wrong I was forced to commit to overcome a far greater and more heinous one; I mean the endeavor to ruin me. I offer this statement, Sir, from the best of my recollection, a great deal admits of direct proof. I enclose the copy of a letter from Surgeon Barrington, relative to the condition of my brain; the charges of dissipation, and my not being associated with by my brother officers, are so notoriously untrue, I pass them over, saying that I can bring the majority of the school to refute them. You will see, Sir, I have first endeavored to avoid any

serious difficulties, by going to work from the first to clear my character; but Mr. Gale and his friends, by their system of persecution, by their attack upon my character, their contumely, by their ungenerous and unmanly course, left me no other alternative but to seek for satisfaction from my own hands. I thought, until informed (through an Uncle of the Lady) to the contrary, that Mr. Gale was a relation of her's; this was asserted, by whom I know not, but was generally circulated. I now find that the family of this Lady do not consider Mr. Gale as a relation, in short do not know or recognize him as such and his interference was unwarranted, unasked, and I must add malicious. The report that Mr. Gale was a relative of the Lady seemed in a measure to sanction his interference, therefore making my own position one in which I suffered more from than I could do had his really unjustifiable, uncalled for, and impertinent interference been known and properly understood. I have endeavored to be as brief as possible, but it is absolutely requisite that my whole case should be understood by those who have the power to see justice done. I should wish if possible to avoid any unnecessary publicity, not for my own sake, but as it would be very unpleasant to bring any lady's name or family forward. I myself have endeavored studiously to avoid this, and if others had followed my course, no one need have known that a Lady was at all concerned. I submit this for the consideration of the President and Department, feeling sure that justice will be done; the records of the Department will show my official character stands unblemished. The following gentlemen, Mr. Otis, Mr. Magaw, Mr. Comegys, Mr. Bier, Mr. Langhorne and a number of others are aware

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of my general course in this matter, the first are ship-mates of mine. Mr. Otis was on board of the John Adams with me all the time I was attached to that vessel.

I have the honor to be, Sir, very Respt.

yr. Obdt Servt,

FRANCIS G. DALLAS.

[CAPTAIN MORGAN TO PASSED MIDSHIPMAN DALLAS]

U. S. Naval School,
Annapolis, Md., July 4th, 1848.

Sir:

I have the pleasure to inform you that you have passed your Examination.

I am, Sir,

Respectfully,

Your obe't serv't.

CHAS. W. MORGAN,¹

President of the Board of Examiners.

To Passed Mid'n

F. G. Dallas,

U. S. Navy.

¹ Captain, U. S. Navy.

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[THE SECRETARY OF THE NAVY TO PASSED
MIDSHIPMAN DALLAS]

Navy Department,
July 6th, 1848.

Sir,

Having passed your examination you are hereby detached from the Naval School and you will proceed to your home in Boston, and regard yourself as waiting orders.

I am, respectfully,

Your obt sert,

J. Y. MASON.

Midn F. G. Dallas,
U. S. Navy,
Annapolis,
Md.

[PASSED MIDSHIPMAN DALLAS TO THE SECRETARY
OF THE NAVY]

Boston, Septbr 3rd, 1848.

Sir,

I beg leave respectfully to request to be attached to one of the Bremen line of Mail Steamers, or any one which by act of congress is required to receive Passed Midshipmen as officers.

I have paid attention to the theory of steam and am very anxious to pursue its study, as well as its practice,

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and should have a fine opportunity for this on board of a Mail Steamer.

I am, Sir, very Respectfully,
yr obdt. Servant,

FRANCIS G. DALLAS,

Honbl.

Pd. Midn.

John Y. Mason,
Secretary of the Navy.

[THE SECRETARY OF THE NAVY TO LATE PASSED
MIDSHIPMAN DALLAS]

Navy Department,
September 9th., 1848.

Sir,

The report of the Superintendent of the Naval School, dated the 8th of June, a copy of which was furnished you by the Department, has been submitted to the President of the United States, together with the explanations subsequently received from you.

Upon a due consideration of all the circumstances of the case, the President has thought proper to direct that, for the offence reported by Commander Upshur, you be dismissed from the Service.

You will accordingly from this date be no longer considered an officer in the Navy of the United States.

I am, respectfully,

Your obdt. Servt,

Francis G. Dallas,

J. Y. MASON.

Late Pd. Midn, U. S. Navy,
Boston.

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[LATE PASSED MIDSHIPMAN DALLAS TO THE
SECRETARY OF THE NAVY]

Boston Septbr 12th, 1848.

No. 96 Pinckney street.

Hon. Mr. Mason,

Sir,

I received this day a letter from your Department dismissing me from the Navy for having been engaged in a duel. I wish to ask you as Mr. Mason if I must consider the chances of my being reinstated, also if you will inform me if *I alone suffer* and if Midn Gale and Hunter have not also been dismissed from the Navy. The President has been guilty of a *gross act of injustice* in placing me upon the same footing with those who grossly injured me and literally drove me to fight a duel; and in refusing me protection! You will confer a favor by giving me your opinion as to whether I must regard this dismissal as finally shutting me out of the Navy.

I remain Very Resptfully

Yr Obdt. Servt,

FRANCIS G. DALLAS.

J. Y. Mason,

Secretary of the Navy.

Endorsed:

Messrs. Gale & Hunter are dismissed, by the same order which dismissed you. I return your letter, as you will at once be satisfied, that I am not the correspondent to whom you can with propriety address a letter reflecting on the President of the United States for his acts in discharge of his official duty. It is impossible that I

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can give any opinion on the question you propound, as to the probability of your reinstatement. It will not probably be promoted by such language as you employ in this letter.

J. Y. M.

D. 128. Sept 16th, [1848].

[LIEUTENANT-COLONEL DE RUSSY TO LATE PASSED
MIDSHIPMAN DALLAS]

Fort Monroe, Virga.

Sepr 20th, 1848.

My dear Dallas,

Your letter of the 15th inst. reached me day before yesterday; the previous one, giving me to understand that you were out of the Service, was received a day or two previously; their contents have been duly weighed and considered by me, and I have come to the following conclusions, viz. that "Examples, for the good of the Service" have, at times, to reach the doubtful, as well as the positive, cases of insubordination; that there generally is a revision, and frequently a re-action in those divisions, and that yours is likely to be one of those cases. In other words, I believe that for the moment, your position could not be well separated from those who had to meet the penalty of the Law, but that a reconsideration of your case, by the Executive, will in time take place, and that you will be restored to your original position in the Navy.

Viewing the subject as I do, I would enjoin upon you to keep quiet for a short time; during that time it would be well to put together all the Facts connected with your

Case, and to make a Respectful application, through your Senator in Congress for a Reinstatement. In your Memorial (if it so can be called) throw aside all ill feeling and assume the high position which becomes your case best; you *did* trespass against the Rules of the Service and you must show strong grounds for having done it, without deserving the punishment prescribed for in like cases. Let those grounds embrace a matter of fact statement of the combination entered against, and the alternative left you; and attach to this such documents as you can gather as to your standing at the Department, and such other proofs as can be collected by you from the senior officers of the school who are conversant with the circumstances. Let your statement be Respectful, consise and to the point, and I am much mistaken if it has not the desired effect.

Congress meet again shortly, advise with the Senator from your district and let him take the matter in hand, to be placed before the President at the opening of the Session; if he fails in this, he may perhaps make it a matter of investigation by the Senate.

I am almost a stranger now in the City of New York, particularly with those who could assist you in your present Plans. I will however, endeavor to ascertain who could, among the few I know, assist in it; in the meantime let me know what you think of the advice I herein give you.

All at home desire to be kindly remembered to you. I beg you will make my best Regards to Miss Etheridge and believe me,

my dear Dallas, Your sincere friend,

R. E. DERUSSY,

Lt. Colo. Engrs.

PAPERS OF FRANCIS GREGORY DALLAS

[THE SECRETARY OF THE NAVY TO LATE PASSED
MIDSHIPMAN DALLAS]

Navy Department,
September 25th, 1848.

Sir,

I have received your letter of the 21st inst.

Your service in the Navy as Midshipman and Passed Midshipman was from Novr. 8th, 1841, to Septr. 9th, 1848, a period of six years and ten months. Your official standing was not prejudiced at the Department by any reports or charges, until you were reported for the offence for which, by order of the President, you were dismissed. That offence was, being engaged in fighting a duel while attached to the Naval School.

There was nothing in the report which affected your character, or made you subject to a dishonorable discharge.

I am resp'y

your ob. se't.,

Francis G. Dallas, Esq.,
Boston.

J. Y. MASON.

[CAPTAIN PARKER TO THE PRESIDENT]

Navy Yard, Boston,
December 8th, 1848.

Sir,

At the request of Mr. Francis G. Dallas late a Pas-d Midn in the U. S. Navy I address you with a request

PAPERS OF FRANCIS GREGORY DALLAS

that he may be restored to his rank in the Navy. Mr. Dallas served under my command, on his first entrance in the service, on board the Frigate Columbia; I then found him always attentive to duty. I considered him a promising young officer. I have repeatedly met him since then and have great pleasure in stating that from my own observation & the report of Officers, who have sailed with him, his conduct has been uniformly correct & gentlemanly. I have seen a letter to Mr. Dallas from the Secretary of the Navy in which the Secry says that until he was reported for the offence, for which he was dismissed, the official standing of Mr. Dallas was not prejudiced at the Department by any report or charges. And also that there was nothing in the report for that offence, which affected his character or made him subject to a dishonorable discharge.

As his was a first offence, I am in hopes you will be induced to revise your decision &, by restoring him to his rank, take from him the stigma which must always attach to one who is dismissed from the Service.

With great Respect I am

Your most Obt. Servt,

(Signed) FOXHALL A. PARKER,

Captain, U. S. Navy., Comdg

Boston Navy Yard.

To

James K. Polk,

President of the

United States of America.

PAPERS OF FRANCIS GREGORY DALLAS

[ABBOTT LAWRENCE, ESQ., TO THE PRESIDENT]

Boston, Dec. 11th, 1848.

Sir,

I write this note at the request of Mr. Francis G. Dallas and to ask a high favour, which is no other than to restore him to the rank formerly held by him in the Navy. I am aware that he transgressed the rules of the Navy and, with entire justice, those rules were applied to him. From my knowledge of the character of Mr. Dallas, and the testimony of several of the highest and most distinguished Officers in the navy, I entertain no doubt of his being a proper subject for the Executive pardon and restoration to his former standing as an Officer. There is no other shade upon his character, but this one offence, and I cannot but hope under all the circumstances (if consistent with your principles and practices) that Mr. Dallas may resume his former position to the service of his Country, where I trust he may prove himself worthy of the Executive clemency.

I have the honour to remain,

Sir, Your Obt. Servt,

(Signed) ABBOTT LAWRENCE.

To his Excellency,
James K. Polk.

[CERTIFICATE OF COMMANDER UPSHUR]

U. S. N. School, Annapolis,
15th Decbr, 1848.

Mr. Francis G. Dallas, late passd Midn in the U. S. Navy, served under my command at this school about 8 months of the current year; and during that time I found him uniformly correct in his deportment, respectful, obedient to orders & attentive to his studies, in which he made good progress while at the school.

The offence against the laws of the service, for which Mr. Dallas was dismissed, is the only one of consequence committed by him, while under my command, to the best of my knowledge & ability.

(Signed) G. P. UPSHUR,
Commdg N. School.

[LIEUTENANT-COLONEL DE RUSSY TO THE
SECRETARY OF THE NAVY]

To the Hon.
John Y. Mason,
Secretary of the Navy,
Washington.

Old Point Comfort, Virga.
December 29th, 1848.

Sir,

The enclosed letters and certificates are respectfully placed before you, with a request that they may be forwarded to his Excellency the President of the United States, with such remarks as you may deem expedient to append to them.

PAPERS OF FRANCIS GREGORY DALLAS

The object is to solicit a re-consideration in the case of young Dallas who was unfortunately engaged in a duel, last summer, whilst attached to the Naval School. There were many mitigating circumstances connected with this unfortunate affair, but he does not now pretend to vindicate his conduct on the occasion; time and reflection have satisfied him that he might have pursued a different course without violating the Rules of the institution. He in consequence makes a respectful application, through his friends, for a re-consideration of the Sentence passed upon him; had he been able to do it in person, the documents here inclosed would have been presented by himself, but he has been confined to his Room and bed by an attack of Typhoid fever for nearly two Months, and though convalescent is still too feeble to attend to it personally.

Feeling a deep interest in the welfare of my young friend Dallas, I hope you will pardon me when I take this occasion to state that he was at the time of his dismissal the only surviving member (serving in the Navy) of a large family who had devoted themselves to the Naval Service of this country; Capt. B. W. Booth, Capt. Wm Boerum and Midshipman Thomas Browne were his Uncles, all these together with his father have died in the Service.

Permit me, Sir, under all these circumstances to add my commendation to those here presented for Executive consideration and to request your personal clemency in his behalf.

With the highest Respect

I have the honor to be,

Sir, Your obt. Servt.,

R. E. DERUSSY,

Lt. Colo Engrs.

Enclosure

List of letters and of other papers forwarded to the Hon. J. Y. Mason, secretary of the Navy, on the 29th of December, 1848, with Lt. Colo DeRussy's letter, requesting a reconsideration in the case of F. G. Dallas, late passed Midshipman in the Navy.

- No. 1. Letter from Abbott Lawrence, Esqr., dated Boston, Decr 11th, 1848. To his Excely the President of the U. States.
- “ 2. Letter from Capt. Parker, U. S. Navy, dated Boston, Decr 8th, 1848. To his Excely the President of the U. States.
- “ 3. Certificate of Captn Downes, U. S. Navy, dated Boston, Dec 5th, 1848.
- “ 4. Letter from Captn Tattnell, U. S. Navy, dated Boston, Dec. 1, 1848. To the Honble the Secretary of the Navy.
- “ 5. Statement given by Capt. G. P. Upshur, U. S. Navy, dated U. S. Naval School, Annapolis, 15th Dec., 1848.
- “ 6. Copy of letter from Capt. E. R. Shubrick, U. S. Navy, dated Monte Video, 4th Dec. 1842, to the Secy of the Navy.
- “ 7. Copy of letter from Captn Parker, U. S. Navy, dated New York May 31, 1842, to the Secy of the Navy.
- “ 8. Letter from Capt. E. R. Shubrick to Midshipman Dallas, dated Rio de Janeiro, July 18th, 1843.

PAPERS OF FRANCIS GREGORY DALLAS

- No. 9. Letter from Lieut. J. R. Goldsborough, U. S. Navy, to Midshipman Dallas, dated Toulon, May 22nd, 1844.
- “ 10. Letter from Captn S. L. Breese, U. S. Navy, to Midshipman F. G. Dallas, dated Mahon, Octr 18th, 1844.
- “ 11. Testimonial of Lieut. F. Chatard, U. S. Navy, dated harbor of Rio de Janeiro, Jan. 27, 1844.
- “ 12. Recommendation of Capt. D. Geisinger, U. S. Navy, to the Board of Examiners, dated Jany 20th, 1845.
- “ 13. Letter of Captn W. J. McCluney, U. S. Navy, to Midshipman Dallas, dated off San Anton Lizardo, 18 Sept., 1846.
- “ 14. Letter from Captn D. G. Farragut, U. S. Navy, to Midshipman Dallas, dated Vera Cruz, Nov. 29, 1847.

[THE SECRETARY OF THE NAVY TO LATE PASSED
MIDSHIPMAN DALLAS]

Navy Department,
January 30th, 1849.

Sir:

The relative position which you occupied at the examination referred to in your letter of the 24th Inst., as reported to the Department, is indicated by the number 74.

respectfully,

Yr: obt. st.,

Francis G. Dallas, Esq.,
No. 11 Warren Street,
New York.

J. Y. MASON.

[THE GERMAN MINISTER TO LATE PASSED
MIDSHIPMAN DALLAS]

German Legation.

New York, 23 May, 1849.

Sir,

I hereby approve of & confirm the arrangement made with you by my agents regarding your services on board the German Steam Ship United States, commanded by Capt. Palmer. It is expected of you that during the voyage of said Steam Ship to Europe you will assist in training and disciplining the men and render such other services as may be claimed from commissioned
warrant officers on board of a man-of-war; that on your arrival at Bremerhaven or sooner (if practicable and deemed expedient by Mr. W. Wedding, Commissioner of the Central Power of Germany, who will accompany the Ship) you report yourself to the German Government expressing your willingness to enter the German Naval Service, provided satisfactory terms are offered to you; that in the mean time you are to consider yourself engaged for the term of three months and as compensation in full for your services during that time you are to receive the sum of Two Hundred & Twenty five Dollars.

You will please receipt at foot of this for such moneys as you may receive here on account of the above mentioned compensation before commencement of the voyage.

It is further understood that should you not come to an understanding with the German Government as to

PAPERS OF FRANCIS GREGORY DALLAS

a permanent engagement in the German Naval Service, you are to be furnished, at the expiration of the time for which you are now engaged, with a free passage back to New York.

Respectfully,

ROENNE.

Mr. Francis G. Dallas.

Received on a/c of pay as per foregoing agreement One hundred dollars by order given by myself on Messrs. Faber & Bierwitte.

[THE SECRETARY OF THE NAVY TO LATE PASSED
MIDSHIPMAN DALLAS]

Navy Department,

May 25, 1849.

Sir:

Your communication of the 22d instant, has been received.

I can take no action on the case you present, as my authority to order officers on the service named by you, only extends to those who belong to the United States Navy.

I am respectfully,

Your obed. servant,

WM. BALLARD PRESTON.¹

Mr. Francis G. Dallas,

Late Passed Midn. U. S. Navy,

No. 11 Warren St.,

New York.

¹ William Ballard Preston of Virginia, Secretary of the Navy, appointed by President Taylor, March 8, 1849.

[THE GERMAN MINISTER TO LATE PASSED
MIDSHIPMAN DALLAS]

German Legation.

New York, May 28th, 1849.

Sir,

Enclosed I beg leave to send you copy of a letter written by me to Captn Palmer requesting the nature of the services to be rendered by you on board of the German war-steamer United States.

Respectfully,

ROENNE.

Mr. Francis G. Dallas.

Enclosure

[THE GERMAN MINISTER TO CAPTAIN PALMER]

German Legation.

New York, May 28th, 1849.

Sir,

Objections having been made by Mr. Stiles to the words used in my letter to him of the 19th inst. viz: "that he is to receive such services on board of the United-States as may be claimed from *warrant-officers* on board of a man of war," I request that you will exact of Mr. Stiles as well as of Messrs Dallas and Stevenson

[60]

PAPERS OF FRANCIS GREGORY DALLAS

such services only as are required from *commissioned-officers*.

I have the honor to be, Sir,
very respectfully
Your obedt Servant,
(Signed) V. RÖNNE.

Captn Palmer,
Commanding the German war frigate
United-States

[STATEMENT OF SERVICE OF LATE PASSED
MIDSHIPMAN DALLAS]

German Steam Frigate
United States, Liverpool,
July 21st, 1849.

At the request of the Secretary of the Navy of Germany I furnish the following statement of my service in the Navy of the United States.

I served on board of the line-of-battle ship Columbus of 90 guns, Commodore Smith, as acting Midshipman (2 months); on board of the Frigate Columbia of 54 guns under command of Commodores Parker [and] Shubrick, and Captains Breese [and] Geisinger for 39 months, in the Home Squadron, in the Mediterranean, and on the coast of Brazil as midshipman. I served at the Naval Station at Pensacola for 11 months, on board of the Steam Frigate Mississippi of 11 guns for 3 months, Commodore Conner, on Board of the Sloop of War John Adams of 24 guns, Capt McCluney, for 4 months, on board the Schooner Flirt of 4 guns for two

PAPERS OF FRANCIS GREGORY DALLAS

months, on board of the Sloop of War Saratoga of 22 guns for ten months; this service was as an acting Lieutenant, being in charge of a Lieutenant's Watch both in Port and at Sea; partly at the Naval School as Midshipman and Passed for seven months.

The foregoing is a sketch from memory of my service & enclose letters from the Comding officers with whom I have served, also my certificate of examination at the Naval School, also letters from Commodores Downes, Parker, Shubrick, and Smith, from Captains Breese [and] Geisinger, from Commanders McCluney, Far-ragut, etc., etc.

Respectfully,

FRANCIS G. DALLAS,
Late Passed Midshipman,
United States Navy.

Born October 10th, 1824.

Entered the Navy Novbr 8th, 1841.

[LATE PASSED MIDSHIPMAN DALLAS TO THE
SECRETARY OF THE GERMAN NAVY]

German Steam Frigate
United States,
July 27th, 1849.

Sir,

After some reflection upon the conversation which occurred between us on the 24th inst. I am of the decided opinion that I did not correctly understand your offer. I supposed you offered me the position (as 2nd Leiut.) which *I then thought* was the same as a Mid-

PAPERS OF FRANCIS GREGORY DALLAS

shipman in the Navy of the United States, and as I had held a warrant as Midshipman some nine years since, I declined a similar position now; upon further enquiry I find that I was in error. I therefore now inform you that *I am willing* to enter the German Naval Service as a 2nd Lieutenant and also to serve to the best of my ability. Will you be kind enough to inform me if your offer is still open to my acceptance; if so I should much prefer to remain attached to this ship.

I have the honor to be, Sir,

Yr obdt Servt,

FRANCIS G. DALLAS,

Late passed Midshipman,

To the Hon. Mr. Kerst.

U. S. Navy.

[THE SECRETARY OF THE GERMAN NAVY TO LATE
PASSED MIDSHIPMAN DALLAS]

To the former Passed Midshipman of the Navy of the United States of North America, Mr. Francis Gregory Dallas.

According to your application in writing and by the authority given to me by the Imperial ministry, with the provisions of the confirmations by His Imperial Highness, the Archduke, government administrator, and with the provision of ascertaining your previous history, I hereby transfer to you the position of lieutenant, 2nd class, in the German navy. You will do service from this day on with this charge and under the duties of that charge on board the Steam Corvette Hansa¹ until further notice.

¹ Late United States.

PAPERS OF FRANCIS GREGORY DALLAS

Your salary as lieutenant 2nd class will be paid to you from the first day of August.

Liverpool, Aug. 3, 1849.

The Imperial commissioner, General
Secretary of the Navy,
KERST.

[COMMISSION OF LIEUTENANT DALLAS]

Nro. 2268.

For a commission of his imperial highness the Reichs Verweser from August 19th, 1849, reads as follows:

“I appoint, on account of a reference from the Minister of the Navy, the former passed Midshipman in the United States navy:

Francis Gregory Dallas

to a 2nd Class Lieutenant in the Imperial Navy, reserving the settlement of his seniority.

Gastein. August 19th, 1849.

The Reichs Verweser

(Signed) ERZHERZOG JOHN.

The Imperial Minister

The Minister of the Navy.

(Sig.) A. JOCHMUS.

(Sig.) MERCK.”

Authentic and under the seal of the Imperial Ministry written in Frankfurt a/m. August 23rd, 1849.

(Sig.) KERST.

To

the 2nd Class Lieutenant in the Imperial Navy,
Francis Gregory Dallas.

W. EBERLING.

Für meine Colonne Kaiserliche Hofrat und
Luzferzog Reichsadvocat vom 19. August 1849. sieht
es einwillig ein folgt:

Ich erlaube Ihnen mit der Bestätigung des Kaufs
Minister des Reichsadvocat des spanischen Ryses
Midshipman in der Marine der spanischen
Konten nach Westindien:

Francis Gregory Dallas

zum Lieutenant 2. Classe in der Kaiserlichen
unter Beobacht der Gestattung seiner Ancien-
tatit.

Gastein, den 19. August 1849.

Der Reichsadvocat:

1849/ Luzferzog Johann.

Der Kaufminister:

Der Kaufminister des Meeres:

1849/ A. Jochnus.
1849/

1849/ Herck.

Einwillig mit unter Bestätigung des Königs und
Kaufministeriums unterfertigt.

Frankfurt am, den 23. August 1849.

Kaufminister des Reichsadvocat.

Der General Secretair:

Verst.

Als

der Lieutenant 2. Classe der kaiserlichen Kaiserlichen,
Francis Gregory Dallas.

W. Ebeling

PAPERS OF FRANCIS GREGORY DALLAS

[COMMANDER TONGRI TO LIEUTENANT DALLAS]

Upon order from the Rear Admiral, officer of naval requisites for the North Sea Coast, Mr. Brommy, the lieutenant, 2nd Class, Mr. Dallas is to go on board the Imperial Steam Corvette The Royal Ernst August and to report for duty as 1st officer of that ship to the Lieutenant-Commander Reichert.

On board the Imperial Steam frigate Hansa,
Bremerhaven, Dec. 4, 1849.

The Commander,

D. TONGRI,

To Lieutenant 2nd Class, Mr. Dallas.

L. C.

[PASSED MIDSHIPMAN WYMAN TO
LIEUTENANT DALLAS]

Feby 3d/50.

Dear Frank,

I reced your letter enclosing a draft for Mary's use. I am very glad to hear that you are getting on so well, and think that you had better make up your mind to remain in the German Service and strive to rise by all proper means, as I cannot see that there is the least prospect of your being able to get back again into our service. I am now one or two on the list of Pd Midsn; 'tis generally thought there will be a retired list. I imagine I shall be let alone until my time is out here. Should I be ordered to any vessel I think it will be the Congress for Brazil; the Marion sailed a few days

since for the East Indies. Have you many efficient officers in your service? Where is Styles, &c.? Mary is well; should I be ordered off I should try to make such arrangements to have her with Emily. Your friends here in service frequently enquire after you & seem glad that you have so good prospects—Mrs. Otis in particular, who you should write.

Your affct friend,

R. H. W.

[LIEUTENANT DALLAS TO REAR-ADMIRAL BROMMY]

The lieutenant II Class F. Dallas
to the

Rear Admiral,

Officer of naval requisites for the North Sea Coast,
Mr. R. Brommy,
Bremerhaven.

I herewith respectfully beg to be released from the service of the Imperial Navy. The reasons, which induce me to take this action are the following:

After serving for some time in the German navy, several (five at present) Belgian officers have been appointed and have been placed ahead of me; besides, two of these officers have been intrusted with the command of frigates, while I am still next commanding officer on board a corvette. I can see in this only a direct reproach of my faculties and of my conduct as a naval officer.

On board Imperial Corvette

The Royal Ernst August.

March 22nd, 1850.

FRANCIS G. DALLAS.

Application for Release.

Statement of Service of Lieutenant Dallas

Francis Gregory Dallas. Born October 10th, 1824, in the city of Boston, state of Massachusetts, one of the United States of America. My Father, Alexander James Dallas, Commander in the United States Navy. My Father now dead. My Mother, Mary Etheridge of English descent. My Religion Episcopalian. Commenced school in the year 1829. Private school from 1829 to 1839 (ten years), Harvard University 18 months. Entered the Navy of the United States 1840—my active service commenced 1841. I have served as Acting Midshipman, Midshipman, as Sailing Master, as Passed Midn. and as acting Lieutenant. I have served on board the Columbus of 90 guns, the Columbia Frigate of 54 guns as acting Midn., Midn. and acting Sailingmaster the years 1841, 1842, 1843 and 1844. In the Home Squadron, Coast of Brazil, and Mediterranean; at the Naval Station Pensacola 11 months (1845); On board the Steam Frigate Mississippi of 10 guns; Sloops of war John Adams and Saratoga, 1st of 24 guns and 2nd of 20 guns; Schooner Flirt of 4 guns. All these during the War with Mexico and the United States in the years (part of 1845) 1846, 1847 and part of 1848 was Passed Midn. and acting Lieutenant. Served at the capture of Tuxpan City; Bombardment and capture of the city of Alvarado, Bombardment and capture of Vera Cruz, taking of the City of Tampico, all this in the American Navy during the Mexican War. I was at the Naval College seven months, passed my examination, received my Diploma and stood number 12 out of

a Class of 94 officers. I entered the service of the German Government the 23rd of May, 1849, served on board the steam Frigate Hansa (then United States). I was commissioned as Lieut. 2nd Class, August 1st, 1849, stationed in the Weser on Board Frigate Hansa as 2nd and as 1st officer and on board the Corvette Ernst August as 1st officer.

My reasons for leaving the American Navy were my having been engaged in a Duel. I resigned, as Duelling is against the Laws of the American Navy. I have letters from the President of the United States, The Secretary General of the American Navy and also from all my Commanding Officers in the American Navy, which show that I left the American [service] with honor, and honorably.

Signed

FRANCIS GREGORY DALLAS,

Leiut. G. N.

On Board der K. Dampf-Corvette Ernst August,
River Weser off Blexen,
March 29th, 1850.

[OATH OF A MEMBER OF A COURT MARTIAL]

I swear to God Almighty, that I shall justly judge according to my conscientious conviction and shall thereby have in view the law only, without being influenced by my order or consideration, as truly as God helps me.

I declare in consideration of my formerly given oath, that I shall justly judge according to my conscientious conviction.

[LIEUTENANT DALLAS TO EDWARD H. THOMSON]

German Steam Corvette
Hamburg, off Bremerhaven,
August 9th, 1850.

My dear Sir,

I avail myself of your kind offer and beg leave herewith to send you a short account of my Naval Service, both in the American Navy and also in the German Navy. I entered the American Navy between the years of 14 and 15 years of age. I served in the Home Squadron on the American Coast, I served on the Coast of Brazils, later I served in the Mediterranean Squadron, later I served in the West India Squadron untill, the war breaking out with Mexico, I joined the Gulf of Mexico squadron and served through the whole war in all the *active service* which our squadron was engaged in. I had an attack of yellow fever, which was shortly after followed by a fracture of the skull; recovering from these I joined the Naval College, received my Diploma, was promoted, and later owing to matters connected with a Lady I was engaged in a Duel, which being contrary to the Regulations of the American Navy, I was obliged to resign my position in that Navy, but honorably to myself, as letters from President Polk and the Hon. Secretary of the Navy show. Being a short time later in company with the German Minister Plenipotentiary, he made me the offer of a Lieutenant's commission in the new German Navy, then about being organized; this offer I accepted, sailed from New York in the Steam Frigate United States in May, 1849. On my arrival in

PAPERS OF FRANCIS GREGORY DALLAS

Germany, was appointed second Lieutenant of the ship, three months later (my services being highly appreciated) I was advanced as the 1st Lieutenant of this Frigate (United States), having all the time being actively engaged and arduously employed in organizing and assisting to organize this New Naval Service, also in learning a new language, in which I must of course carry on my duties; finally in June 1850 I was promoted to be the commander of a fine corvette in which position I am at present.

You see, my dear Sir, I have given you a short sketch of my Naval Service, quite modest but enough. I wish you would say nothing about my family. My name speaks for itself, and if my family's name were brought forward it would look like Log rolling. I hope to have the pleasure of seeing you on Board before you leave for Berlin.

Believe me very truly yours,

F. G. DALLAS,
Commander, German Navy.

[PASSED MIDSHIPMAN PARKER TO
LIEUTENANT DALLAS]

Dr Dallas,

The Ward Room mess¹ request the pleasure of your company to dinner (socially) on Monday next at 2 p.m.

Please fill the blank of the enclosed note with the

¹ Of the U. S. frigate St. Lawrence.

PAPERS OF FRANCIS GREGORY DALLAS

name of *our friend* the Purser and send it to him, & you will much oblige.

Yrs. truly,

Capt. Dallas, Hamburg.

F. A. PARKER, JR.

Saturday afternoon, Sep. 7th.

P.S. Tell the Purser *no excuse will be received*.

[CAPTAIN PAULDING TO LIEUTENANT DALLAS]

U. S. Frigate St. Lawrence,
River Weser, Oct. 3rd, 1850.

My dear sir;

The accompanying letter to Prince Adalbert you will please *seal after having read it*. In great haste with all good wishes your friend,

H. PAULDING.¹

Lieut. Comdg.

Francis G. Dallas,
German Navy,
Bremerhaven.

Enclosure

[CAPTAIN PAULDING TO PRINCE ADALBERT]

To the Prince Adalbert
of Prussia.

Your Royal Highness will receive this by the hands of Lieut. Comdt Dallas of the German Navy.

¹ Captain Hiram Paulding, U. S. Navy.

PAPERS OF FRANCIS GREGORY DALLAS

Lieut. Comdt Dallas is by birth a citizen of the United States and served in our Navy until passed for promotion.

I would recommend him to you as a young gentleman of respectability and of respectable professional attainments.

He has devoted himself to the service of Germany; has acquired a knowledge of the language of your noble country and I doubt not will be found an excellent Officer, highly useful in the present state of your Navy. I would therefore recommend him to the protection and patronage of your Royal Highness.

I shall ever remember with much happiness my having met with your Royal Highness and your cousin the King of Prussia, and if I may be permitted to do so, would ask the favor to be presented by you in kindest courtesy to your Sister Elizabeth of Darmstadt.

In leaving Germany for my Native land I beg to add my best wishes for your health and happiness, and the success of the German Navy.

With considerations of the highest Respect

I remain your most obdt Servt,

(Signed) H. PAULDING,

Captain,

U. S. Frigate St. Lawrence.

River Weser, Oct 3rd, 1850.

PAPERS OF FRANCIS GREGORY DALLAS

[LIEUTENANT DALLAS TO CAPTAIN WEBER]

German Steam
Corvette Hamburg,
In Haven Brake,
Novbr 27th, 1850.
To The Material Director
Captain Weber.

It is with regret I find myself forced to call your attention to your official letters of the 23rd and 25th of this month addressed to me as commander of this ship. It is the *first* and *only* instances I have met with during my whole service in the German Navy, I refer to the *tone* of *Censure* and even Reprimand which I have noticed in them. If I was *perfect* in the German Language I could better know the errors made by my *Zahlmeister*. I am the more surprised, as heretofore I have found you in my personal intercourse most polite and *Courteous*. I must therefore think that the tone I complain of must be the fault of your Secretary.

I have the honor to be

Respectfully yr. obt Servt,
FRANCIS G. DALLAS,
Lt Comdt.

[REAR-ADMIRAL BROMMY TO LIEUTENANT DALLAS]

The Commander in Chief of navy
to

Lieutenant Commanding Dallas.

I herewith grant you the desired leave of absence for ten days for Bremen and Hannover; you are, during

that period, to transfer the command of the Steam Cor-
vette Hamburg to assistant officer Paulsen.

You are to notify the Commander in Chief of the day
of your starting the leave.

Brake, 21. 1. 51.

R. BROMMY,
Rear-Admiral.

[DR. HARTLANT TO LIEUTENANT DALLAS]

Bremen, Fby 1, '51.

My dear Sir,

All well considered, I think you can not do better than
go to *Neundorf* as soon as possible. The season is far
advanced and it is certainly too late for Aachen. In
Neundorf put yourself under the care of "*Hofrath
Grandidier*," who will give you the necessary directions
for the use of the baths. I inclose the Certificate for the
Admiral. Stay at Neundorf at least 5 weeks. The ex-
pense will be about 130 to 150 thaler.

Yours, my dear Sir, most truly,

D. S. HARTLANT.

M. Hofrath Grandidier is a very good physician and I
advise you to follow his direction as strictly as possible.
Would you come to Bremen I hope to see you.

[MAJOR SCHULTZ TO LIEUTENANT DALLAS]

[Verden, February 21, 1851.]

My dear Captain,

I am much obliged to you for the kind invitation to your masked ball and am truly sorry that particular Service prevents me from enjoying that pleasure, as I am on duty with Capt. Halkett's Squadron for the next month and can not be absent from here during that period.

Agreable to your kind permission I have communicated your invitation to the officers of our Regiment here present. Lt. v. d. Wense is the only one who can have the honour to see you there, as the others will go on leave of absence on the 1st March and those of Capt. Halkett's Squadron must remain here on duty. If the leave of absence Lt. Dincklaze has solicited should be refused, he will join v. d. Wense on his tour to you. On Friday the 28th inst. we shall have here a Casino-ball and I hope the arrangements of your masked ball will not occupy your time so much as to prevent you from coming here, what we and particularly the charming ladies would regret very much.

Beleave me respectfully

yours sincerely,

SCHULTZ,

Maj.

[GENERAL WYNEKEN TO LIEUTENANT DALLAS]

Verden, April 24, 1851.

Most esteemed Captain,

Your kind package of six bottles of whiskey I had the honor to find here last night and wish to express to you herewith my most obliging and humble thanks. I wish to say that I miss the vouchers for same. I cannot expect you to have, besides the many troubles I have caused you, any expenses. Therefore I ask you to take the expenses by postal charge, which I can pay here, if indicated on the envelope, at the post office.

For your kind trouble I remain thankfully obliged to you.

With the greatest esteem, most esteemed Captain,

Yours humbly,

To

JOHN WYNEKEN.¹

Navy Lieutenant

Dallas,

Commander of Steam Corvette Hamburg,
on dock in Brake.

[THE UNITED STATES MINISTER AT BERLIN
TO LIEUTENANT DALLAS]

Berlin, May 28, 1851.

Dear Sir,

About the time I received your letter of the 30 April, His Royal Highness Prince Adalbert was absent

¹ General in the Hanoverian Army.

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from Berlin. Shortly afterwards I was seized with a malady of the eyes, which wholly unfitted me for the transaction of any business requiring their use.

But I have, to-day, had an interview with his Royal Highness, and brought to his notice the desire of Captain Jackson to enter the Prussian Naval Service. I spoke to him of yourself, as the medium through whom this desire had been communicated to me.

The Prince received me, and the communication I made to him, with much kindness and consideration. He said, however, that he could decide nothing. But he desired me to inform you that if you would address a letter directly to him on the subject, stating the wish of Capt. Jackson to enter the Prussian Naval service, and saying, of course, whatever you may choose to say in his behalf, he will, with pleasure, lay the letter, on the subject, before the Minister of War for his consideration.

You will find that, I have no doubt, the most eligible way of proceeding.

I beg to thank you for the invitation to visit your ship. It would afford me sincere pleasure to do so should I visit Bremen.

With great respect,
Your obedient servant,
D. D. BARNARD.¹

F. G. Dallas, Esq.,
Comdt, German Navy.

¹ Daniel Dewey Barnard, United States Minister at Berlin.

[P. VON MOLDENBIER TO LIEUTENANT DALLAS]

Dear Sir:

Mr. Admiral has told me that he was to start from the harbor at 9 o'clock,—therefore I expect him about 10.

Truly yours,

P. VON MOLDENBIER.

[LIEUTENANT DALLAS TO PRINCE ADALBERT]

On board the Imperial Steam Corvette
Hamburg,

Brake, Jan. 6, 1852.

To His Royal Highness

Prince Adalbert of Prussia.

As I do not see any chance of doing active service in the German fleet, I beg humbly to be allowed to ask your Royal Highness, whether there is a chance to be transferred to the Prussian navy, having served almost ten years in the American navy and also two years and a half in the Federal navy, two years as commander of the Steam Corvette Hamburg and six months as 1st lieutenant of a frigate. I beg to ask your Royal Highness to kindly present to the Minister of War this, my application, and to let me know the rank, salary and conditions, under which I can enter the Prussian navy, of course if His Excellency, the Minister of War, is satisfied with my abilities. I beg your Royal Highness

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to excuse any errors I may have made in this letter, as I have never been taught the German language.

Most respectfully and obediently,

F. G. DALLAS,
Lieutenant-commanding.

[THE UNITED STATES MINISTER AT LONDON TO
LIEUTENANT DALLAS]

London, Feb. 23rd, 1852.

Dear Sir,

I beg to acknowledge the receipt of your note of the 3d Inst. and in reply to state that I know from the best authority here, that the German Naval Vessels will be divided between the different German States, and that Prussia will probably retain a considerable number of them. Mrs. Lawrence reciprocates your kind remembrance of her, while

I am, dear Sir,

Very faithfully

Your obt. ser.,

ABBOTT LAWRENCE.¹

Captain

Francis G. Dallas,

&c. &c. &c.

¹ United States Minister at London.

[CHARGÉ D'AFFAIRES AT BERLIN TO
LIEUTENANT DALLAS]

Legation United States,
Berlin, May 13, 1852.

Sir:

Your letter, from the German Steam Corvette Hamburg, Brake, April 16, addressed to Mr. Barnard, not having been distinguished by superscription from a private letter, followed him to Naples, whence I received it yesterday afternoon. I shall take the first possible opportunity to communicate with Prince Adalbert. In the mean time as the German navy has undergone a considerable change, I believe, since you wrote and your command in it being mentioned as a reason for not making any more direct application, perhaps you will now like to address another to His Royal Highness which it will give me great pleasure to present.

I had the pleasure of meeting Capt. Jackson some years ago at Bremerhaven; he showed me through his beautiful ship. Any thing which as Chargé d'affaires, ad int. of the U. States at Berlin would be proper, I shall be very glad to do for him also.

In the mean time, I am,

very respectfully,

your obdt. servt.

THEO. S. FAY.

F. G. Dallas, Esq.,
&c. &c. &c.

[LIEUTENANT DALLAS TO CHARGÉ D'AFFAIRES]

[May, 1852.]

Dear Sir,

Your letter of the 13th inst. reached me this day; allow me to express my sincere thanks for your prompt and kind attention to me. At the present moment I am in daily expectation of receiving either half-pay or a compensation for my services in the German Navy. Of course, under these circumstances I cannot at this moment enter the Prussian Navy without losing the expected compensation; you will however be conferring upon me a great favor by representing to His Royal Highness, Prince Adalbert, that I am desirous of entering the Prussian Naval Service, should my services be required, and request him to consider me as an applicant for the same service. May I at the same moment request of you to explain to His Royal Highness the importance and in short the necessity to me of awaiting the final settlement of the German Navy, before I enter the Prussian Service, at the same time to consider me as an official applicant to enter the Prussian Navy. Having written direct to His Royal Highness upon this subject about three months since, sending the letter through Mr. Barnard, I don't think it would be advisable again to trouble His Royal Highness with another letter upon the same subject. In conclusion allow me to respectfully request you to obtain what information you can from His Royal Highness regarding the *conditions* upon which I can enter the Prussian Navy; be kind

enough to remark that I have commanded a steam corvette for the space of two years in the German Navy.

I enclose a letter from Capt. Jackson and beg leave to assure you of my sincere appreciation of your kind politeness to me, and hope soon to express in person my feelings upon this subject. If your important duties will allow of it, I should be much pleased to hear from you again.

I have the honor to be,
sir, very sincerely

yr. obt servt,

[F. G. DALLAS.]

[Theo. S. Fay, Esq.,
Chargé d'affaires.]

[TESTIMONIAL OF REAR-ADMIRAL BROMMY]

No. 3533

The Commander in Chief of the Navy.

To the lieutenant 2nd class Francis Gregory Dallas, who has herewith testified, that the same—in the month of May 1849 in New York on board the steam frigate Hansa, in which he came over as watch officer—has entered the service of the German navy, and by decree of the Archduke, government administrator, of Aug. 19, 1849, has been appointed lieutenant 2nd class.

It is hereby, at this time, testified, that, after his appointment, he was transferred as 1st officer on board the Steam Corvette The Royal Ernst August and was then intrusted to take command of the Steam Corvette Hamburg, which he has held uninterruptedly until this date,

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that he has always conducted himself during the whole period honorably and as an officer and commander, and has gained also my fullest approval of his services.

Bremerhaven, May 27, 1852.

R. BROMMY,
Rear Admiral.

[CERTIFICATE OF COMMANDER TONGRI]

Certificate.

This is to certify that Mr. Francis G. Dallas, formerly of the United States Navy, has served under my command in the capacity of Lieutenant and first officer on board the Steam Frigate Hansa, flag ship of the North-sea squadron of the German Navy, during the last part of the year 1849, and that I have been much satisfied with the zeal and the activity of that officer.

On board the German Steam-Frigate Hansa, Road of Bremerhaven, the 5th of July, 1852.

The commander
D. TONGRI.

[LIEUTENANT DALLAS TO THE UNITED STATES
CONSUL AT BREMEN]

Corvette Hamburg, Brake,
July 7th, 1852.

My Dear Sir,

As the nearest representative of our government I request of you your advice and counsel upon the following

subject, one of great personal importance to me, and one also I think of interest to yourself as it involves a *principle* which has ever been recognized by all governments. I was commissioned as a Lieutenant in the German Imperial Navy on the 19th day of August, 1849; this was issued from the Imperial Ministry at Frankfurt, signed by His Imperial Highness the Arch Duke John of Austria, and countersigned by the Imperial Minister General Lt. Jochmus, the Minister of Marine Merck, and the Secretary of the Marine Kerst; for more than two years I have been commanding this ship. I have read in the *Weser Zeitung* of the 5th of July that the commissioned officers of the German Navy are to be discharged with one year's nonactive pay, or for a Lieut. three hundred Thalers. It is established by many precedents and is in fact the law in most of the German States that at the disbanding of a Regiment or at the reduction of the corps of officers, the officers so discharged always receive *half pay for life*, or a round sum amounting to ten or fifteen years half pay as a compensation; now I intend to demand a pension or half pay for life, or say ten year's half pay at three hundred Thalers per year. You can greatly oblige me by giving me a letter of introduction to our Minister at Frankfurt, and by assisting me with your influence, to induce our Minister at Frankfurt to take my claim in hand; you with your clear perception of right and justice must at once see that after giving up my employment in my own country, and after having served faithfully the German Government for three years, that I have claims to receive more than a year's nonactive pay, barely enough to cover my expenses to the United States. My commission and certificates, should you wish to see them, I will

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bring them up to Bremen for your perusal. My present determination is to endeavor through the American Minister at Frankfurt to present my claim to the Bund; please write me if you approve of and advise this course. With kind regards to Mrs King,

Believe very Respt.

and sincerely your obt servt,

F. G. DALLAS.

To Ralph King,
American Consul,
Bremen.

[TESTIMONIAL OF LIEUTENANT REICHERT]

I hereby gladly testify to the lieutenant 2nd class F. G. Dallas, that he has been from the fourth of December 1840 and nine to the 4th day of July 1850 (fifty) on board of the German federal Steam Corvette The Royal Ernst August under my command, where he performed the duties of a first officer.

The conduct of lieutenant Dallas during this time is to be called always without reproach and his faculties as a mariner and naval officer deserved my special respect.

On board of the German Federal Steam Corvette The Royal Ernst August, dock of Bremerhaven, the twenty-sixth day of July, 1852.

The lieutenant-Commanding
P. REICHERT.



[CERTIFICATE OF CAPTAIN JACKSON]

This is to certify that during the period Commandant Dallas has been attached to the Naval Division under my Command,—viz. from the 7th October, 1851, to the 30th July, 1852,—I have much pleasure in bearing testimony of his upright and gentlemanly conduct whilst commanding the Steam Corvette Hamburg,—in every respect carrying out the Discipline and good order of his ship with much credit to himself and to the entire satisfaction of the Imperial Government.

In consequence of the Dissolution of the German Navy, Commandant Dallas receives his discharge in common with the whole of the Officers of the Fleet.

Signed under my hand & seal
on board the Steam Corvette
Frankfurt.

GEO. WM. JACKSON,
Commanding Naval Division
at Brake, July 31st, 1852.



[LIEUTENANT DALLAS TO THE UNITED STATES
MINISTER AT BERLIN]

On Board of the German Steam
Corvette of War Hamburg
River Weser, Brake, Augt. [8],

My Dear Sir,

1852.

I beg leave respectfully to call your attention to the following case, which I will endeavor to lay clearly be-

fore you. In the month of May 1849 in New York city, being at that time under engagements with E. K. Collins of Liverpool steamships to serve in that line, I was offered on the part of Baron von Roenne, who was Prussian Minister at Washington, an engagement (enclosed marked A) to go out in the Steam Frigate United States, now Hansa (at that time purchased by the German Federal Government at Frankfurt), to do duty as a commissioned officer and to assist in drilling and disciplining the crew of that ship; also if upon my arrival in Germany satisfactory terms were not offered me, I should receive a free passage to the United States. The Frigate went to Liverpool; there I received a provisional Commission as Lieutenant in the German Navy (enclosed and marked B) afterwards upon our arrival in Bremerhaven confirmed by the Imperial President of the Central power, Arch Duke Johann; this confirmation was a commission bearing date the 19th of August, 1849, a certified copy of which in German and English (marked C) I enclose to you. I have served faithfully and diligently as 1st Lieut. and Commander of different ships for the space of three years, and now they, the Bundes Commission, propose to turn me adrift with one year's nonactive pay, amounting to three hundred Thalers, scarcely enough to pay my passage home and not enough to pay for one half what my outfit cost. I claim pension for life, or five year's land pay and my expenses to the United States. I beg leave to remark, the rule and custom of all civilized nations has been for many years to give pensions to officers at the disbanding or reduction of a Regiment or service. The Frankfurt Government have taken me away from a *steady employment, used me* for three years, and I contend they are

bound by all rules of equity and fairness, by acknowledged and existing custom, if not by law itself, to make some provision for my future. I feel assured if you, Sir, will take the matter in hand and present my claim to the Bundes Commission at Frankfurt, that you will succeed in obtaining for me either half pay or compensation. The American Government is held in great respect by all the German Powers and they will be very cautious how they treat an American citizen. I should also mention that the American Government were cognisant of and consented to my entering this service, Commodore Parker having given my name in as one to enter the German Navy at the time he was in Germany in relation to American officers entering the German Naval service. I beg leave in conclusion most respectfully to call your serious attention to the present case and to request of you to forward my claim to the President of the Bundes commission, Earl Thun, at Frankfurt; any further information which you may wish I will hasten to provide you with. Allow me to return my sincere thanks for your repeated kind attention to me and believe me,

Dear Sir, Most Respectfully

Your Obedt Servant,

F. G. DALLAS,

Comding Corvette Hamburg.

To his Excellency

The Honble Mr. Barnard,

American Minister,

Berlin.

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[LIEUTENANT DALLAS TO THE UNITED STATES
MINISTER AT BERLIN]

On Board
Steam Corvette Hamburg,
Brake, August 22nd,
1852.

To His Excellency
Mr. D. D. Barnard,
American Minister, &c.

My Dear Sir,

Your very kind favor of the 17th reached me yesterday. I beg leave to express my sincere appreciation of your prompt attention to my letter of the 8th inst. and at the same moment I request of you to give the case there presented not only your consideration, but I also trust your co-operation, in assisting me to obtain justice. Commodore Parker was the official and recognized agent of the American Government in relation to American Naval officers entering the service of the German Central Power; my name was given by Commodore P. as one who would enter that Service. Shortly after the return of Comdore P. to the United States, I accepted the renewed offer of Baron v. Roenne, Prussian Minister, and entered this service, having already been proposed by Comdore P. while in Germany, & am regularly commissioned; and if the established laws, to let custom remain out of the question, are respected, I am legally and by equity entitled to compensation from the Central Power. I feel confident, if you see fit to urge my case, *your efforts* will be [crowned] *with success.*

The German officers as a body say themselves that they have no orders, and tell me plainly that they rely upon the influence of the American Government and name in their effects upon my case in establishing a *precedent* to enable themselves to recover anything. The honest truth is that the German Governments *one* and *all* reserve to themselves right at their own will and pleasure to deny all justice and equity to their countrymen; as proof of which Schleswig-Holstein gives a damning evidence and this Navy bids fair to give a second equally as strong. I have, after deliberate and serious reflection, come to the conclusion, in the event of my being unable to obtain what I believe I have a right to term *simple justice*, to lay my case before the President of the United States and Congress, directly after my arrival in the United States.

If you are able, directly or indirectly, to assist or forward my claims, I feel confident you would and will cheerfully do so. My opinion is that should you only state my case at Frankfurt to the Central Power, or its President, you would obtain compensation for me without farther difficulty; the name of the American Government has immense weight in Germany, as I have had occasion to observe in many instances during my residence in this country. It appears in my humble opinion a fit and proper opportunity for the Minister Plenipotentiary of our Government to interfere and use his influence to see justice done, not alone to a countryman but to a body of deserving officers who may be turned nearly penniless adrift; and would afford a noble and brilliant example of the protection extended to a simple American citizen, giving at the same time a beautiful illustration of the working of our Republican form of

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Government, in its protection thrown around its Citizens in different parts of the world. Expressing a hope that I have not too far Trespased upon your valuable time and renewing the expression of my sincere thanks,

I have the honor to be most sincerely and

Respectfully

Your Obdt Servant,

F. G. DALLAS.

[CERTIFICATE OF LIEUTENANT DALLAS]

On board of the German Steam
Corvette of War Hamburg,
off Brake, Septbr 12th, 1852.

It is with great satisfaction that I certify to the correct, gentlemanly, and officerlike deportment of Mr. William Ubbelohde, during the time he has served under my orders, on board of the German Steam Frigate Hansa, viz. from the 1st of August to the 4th of December 1849; later Mr. Ubbelohde served as 1st officer of this ship under my command and I hereby [bear] testimony to his efficiency as a 1st officer, and cheerfully recommend him as qualified to command a ship. On the 1st of September 1852, he was appointed by the Admiral to take the command of the Corvette Frankfurt, which post he fills at the present date.

Given under my hand,

FRANCIS G. DALLAS,

Commandant.

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[THE UNITED STATES MINISTER AT BERLIN
TO LIEUTENANT DALLAS]

Berlin, October 18, 1852.

Dear Sir,

You are aware, I presume, that there has been the usual summer vacation in the Diet at Frankfurt. To meet the resuming of business there, I have addressed a long and full letter in your behalf to the Plenipotentiary of the King of Prussia at the Diet, Monsieur de Bismarck-Schoenhausen, who is also, as I have been informed, of the Committee on the subject of the compensation to be allowed to the disbanded officers of the German Navy. I have asked him to bring my letter to the notice of the Committee and, if need be, of the Diet.

I am, with great regard,

Your obedient servant,

Francis G. Dallas, Esq.,
Comdt, &c.

D. D. BARNARD.

[LIEUTENANT DALLAS TO THE UNITED STATES
MINISTER AT BERLIN]

Brake, the 22nd of October,

To His Excellency
Mr. Barnard,
&c. &c. &c.

Corvette Hamburg. 1852.

Dear Sir,

The receipt of your letter of the 18th inst. I beg leave most respectfully to acknowledge and at once to thank

you most heartily and sincerely for the steps which you have taken on my behalf. I feel confident your endeavor will be entirely successful and will reflect great credit upon your Embassy, as represented in your own person. On my return to the United States I shall not fail to improve the first occasion to give utterance to my sentiments of respect, at head quarters. Our Minister at London, Mr. Abbott Lawrence, mentioned to me some short time since, speaking of my claims upon the Frankfurt Diet, to the following effect: "My Dear Sir, your claim is one of undoubted *justice* and *right* and it will only be necessary to have it actively urged, to make it successful." In short he agreed entirely in your own view of the case. I beg most respectfully to request of you information and instructions as to any steps you may think it advisable for me to take in the matter of my claim for Pension or confirmation; you will allow me, I hope, to remark that in dealings with Germans and with the German Government, it is only necessary to adopt a determined tone and manner and the battle is already more than half gained. This I have seen from a three years residence in the country; therefore I have great confidence in the eventual success of your kind exertions in my behalf. Among other remarks, Mr. Lawrence mentions his advice to me to pursue directly without loss of time and energetically my Claims against the Diet at Frankfurt. The Belgian Officers in the German Navy have applied to their Government and have received the assurance that their Claim shall be urged with energy with the Diet; they are placed in a

similar position as myself. With renewed thanks for your prompt attention to my case, believe me to remain, with

great respect, your

Obedient Servant,

F. G. DALLAS,

Commandant,

G. N.

[LIEUTENANT DALLAS TO BARON VON ROENNE]

Corvette Hamburg,
Brake, the 22nd of Oct., 1852.

To His Excellency
Baron von Roenne,
Potsdam.

Dear Sir,

I beg leave most respectfully to request of you information relative to the inducement, held out to those American Naval Officers who entered the German Naval Service, as regards Pension. If you will call to your recollection the conversation I had with you in New York, previous to sailing in the Steam Frigate Hansa, you at that time mentioned to me that although, as yet, no laws relative to Pensions had been established, you were authorized to say that officers entering the German Naval Service would be entitled to receive a pension. You can, My Dear Baron, assist me most materially by giving to me this information, as it is my intention to make a claim for Pension or compensation

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to the Bundestag.* I hope this letter will find yourself and family in the enjoyment of health. I beg leave to assure you of my sincere respect, and to request an answer at your earliest convenience.

Believe me to be, Dear Sir,
Most Respectfully your Obdt Servt,
FRANCIS G. DALLAS.

* Indeed our Minister Plenipotentiary, Mr. Barnard, has already made reclamation at Frankfurt.

[BARON VON ROENNE TO LIEUTENANT DALLAS]

Bonn, October 27th, 1852.

Dear Sir,

In reply to your letter of the 22nd inst., directed to Potsdam whence it was sent to Bonn, my present residence, and which I only received this morning, I have the honor to state that I have no distinct recollection of our conversation before you sailed from New York in the steamship United States in the spring of the year 1849. As far as I recollect no permanent engagement was made with any of the officers that took the steamship United States to Europe, but they were engaged for that voyage only, for which purpose a written agreement was made between them and Messrs. Faber & Bierwitte in New York, the agents of the Minister of the German Navy, Mr. Duckwitz. Should you not be in possession of that agreement, you could easily obtain it, I suppose, by applying to Messrs. Faber & Bierwitte. As for myself, I am not in possession of any of the pa-

pers relating to the matter, having sent the archives of the German Mission in the United States to the "Federal Commission" in Frankfurt when I was recalled, in the beginning of 1850. You can best ascertain from Mr. Duckwitz in Bremen what prospects were held out to those who entered the German service as Navy officers in 1849. It was certainly my impression that, whenever honorably dismissed, they would receive a pension or compensation.

I have the honor to be, dear Sir,

very respectfully

your obedt. servt,

Francis G. Dallas, Esq.,
Commandt, G. Navy,
Brake.

ROENNE.

[LIEUTENANT DALLAS TO THE UNITED STATES
MINISTER AT BERLIN]

On board the Steam Corvette Hamburg,
Brake, the 9th of November,

To His Excellency

1852.

Mr. Barnard,
Minister Plenipotentiary,
&c. &c. &c.

Dear Sir,

I beg leave to inform you that I have received a letter from Baron von Roenne, former Minister Plenipotentiary of the German Government at Washington, in answer to a letter which I addressed to him on the subject of my claims for a pension or compensation

for my services in the German Navy; after expressing his regrets that he no longer has in his possession the documents in connection with his (the Baron's) mission to the United States, he writes as follows, I quote verbatim from his (from the Baron's) letter: "It was, and is, most certainly my impression that, whenever the officers so engaged in New York, were honorably dismissed, they *would receive a pension or compensation.*"

My object in mentioning this to You is solely to show you the impression and meaning that was entertained by the Baron when he engaged my services in the German Navy. Unfortunately in Germany a Diplomat or Statesman *dare not* express an opinion except privately, unless it is the opinion of his Government; therefore it is hopeless to get any more from the Baron on this Subject.

Allow me to request of you, my Dear Sir, to put me in possession of the answer you receive from Frankfurt, or the decision the Diet may come to in my case, at your earliest possible convenience. The ships still belonging to the German fleet, and the remaining officers, will be sold and discharged before the 25th of this month, at least such is my last information; consequently I should and indeed shall be placed at increased expenses and be without pay. Naturally, under such circumstances, I must return to the United States as soon after my discharge from the German Naval Service as practicable; the truth of this will I am convinced be apparent to you. For these reasons I beg most respectfully to request of you to urge my claim to a decision, at the same moment receiving my sincere thanks for your already prompt attention to my case. The German officers, and indeed the Admiral amongst them, remark that they wish to

God they had the protection of the American Government, while they find it more powerful than all Germany united and have nothing to hope for from their own Governments. With many thanks for your great Kindness, believe that

I remain, Dear Sir, most
Respectfully and sincerely
Your Obedt Servant,
F. G. DALLAS.

[TRANSFER OF THE STEAM CORVETTE HAMBURG]

Proceedings on board the Federal Steam Corvette
Hamburg at Brake, December 10, 1852.

As, according to the decree of the military Committee of the High Federal Assembly of Dec. 2, c. a., the Federal Steam Corvette Hamburg has been sold, and as the date of her transfer by the Federal Commissioner, privy councilor Dr. Fischer, to Mr. de Buck, plenipotentiary of the General Steamship Association in London, per order of the Commander in Chief, No. 4214 of the 9th, c., was fixed for this day, there appeared on board, and respectively were present:

1) The Federal Commissioner, Mr. privy councilor Dr. Fischer.

2) The lieutenant commanding, Mr. Dallas. The latter declared first, that he had completed the inventory of the Steam Corvette Hamburg as he had been ordered and that everything was ready for the transfer of the ship.

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The federal Commissioner accepted that declaration, adding that he was ready to transfer to the purchaser the Steam Corvette Hamburg, according to the present and completed inventory, the correctness of which he had no reason to doubt, and he was ready to accept the same.

Then Mr. Lieutenant Commanding Dallas transferred the Federal Steam Corvette Hamburg, whose flag and streamer were lowered, to the Federal Commissioner, and hereby, after both parties had signed these proceedings as also the inventory attached hereto, the Federal Steam Corvette Hamburg with all that pertains to her from the inventory, de facto came in possession of the Federal Commissioner for further delivery to the purchaser.

Agreed upon and undersigned,

(Sig.) DR. FISCHER,
Federal Commissioner.

The Lieutenant Commandant
(Sig.) DALLAS.

The conformity with the original confirms:

R. BROMMY,
Rear-Admiral.

[THE UNITED STATES MINISTER AT BERLIN TO
LIEUTENANT DALLAS]

Legation of the United States,
Berlin, Dec. 10, 1852.

Dear Sir,

I have received your letter of the 8th Decr. I enclose to you herewith a copy of the Letter addressed by me to

the Minister, M. de Bismarck-Schoenhausen, in your behalf, in October. I think you will see that it would not be easy for me to add any thing to what I have there said and urged. I had hoped, and I still hope, that my appeal in your behalf may not be altogether without its effect. My letter will convince you of the strong interest I have felt and taken in this matter, and of the earnest effort I have made to have justice done you. No answer to my letter has yet been received.

Very sincerely & truly yours,
D. D. BARNARD.

F. G. Dallas, Esqr.

[CERTIFICATE OF REAR-ADMIRAL BROMMY]

German Navy.

This is to certify that Mr. Francis Dallas entered the German Naval Service as an officer in the month of May, 1849, on board of the German Steam Frigate Hansa at New York and that he was appointed Lieutenant of the Navy by Commission dated 19th August 1849. He was then transferred as first officer on board of the Steam Corvette the Royal Ernst August where he remained up to the 4th of July 1850, when he was appointed to the Command of the Steam Corvette Hamburg, in which Command he continued up to the present date. During all this time of service his conduct, both as an officer and as a gentleman, has been such as to merit my approbation, in testimony of which I give



Die Seezeugmeisterei für die Nordseeküste

Daß des Lieutenant 2. Classe Herr Dittus
 Officier des Ingenieurcorps der Marine,
 und des Ruyff-Corvetten-Capitän Hamburg für die
 Jahre 1850 und 1851 mit Auftrage dergel-
 icken des I. und II. Districts zur 1851. auf
 Grund des all. ruffig angenommenen Art.
 24 der Verfassung und des Art. 17 der
 Verfassung, eingeleitet hat, und dem
 Senat für gut befunden.

Bremerhaven den 16. December 1852.

Die Bauverwaltung des Ingenieurcorps:

[Handwritten signature]

him the present certificate under my own hand and seal of office.

Bremerhaven the 12th of December, 1852.

The Commander-in-Chief of the German Navy,

R. BROMMY,

Rear Admiral.



[CERTIFICATE OF CAPTAIN WEBER]

No. 4195

Office of the overseer of naval requisites
for the North Sea Coast.

This is to testify that Lieutenant 2nd class Mr. Dallas has to-day delivered to the office of naval requisites the inventory of the Steam Corvette Hamburg for the years 1850 and 1851, except those of I and VI details for 1851, based upon the extracts, as accepted, of the receiving and disbursing registers.

Bremerhaven, December 16, 1852.

The administration of the office for naval requisites.

LUD. WEBER.

[THE UNITED STATES MINISTER AT BERLIN TO
LIEUTENANT DALLAS]

Legation of the U. States,
Berlin, Dec. 17, 1852.

Dear Sir,

I hasten to enclose to you a copy of a Letter which I have just recd. from M. de Bismarck-Schoenhausen, at Frankfurt, in answer to my application to him in your behalf.

He mentions a circumstance concerning you of which I was not aware when I wrote to him. But, notwithstanding, you will see that his letter is, on the whole, a kind & favorable one.

Very respectfully & truly

Yours,

F. G. Dallas, Esqr.

D. D. BARNARD.

Enclosure

[HERR VON BISMARCK TO THE UNITED STATES
MINISTER AT BERLIN]

Monsieur the Minister,

I have received the letter under date of the 8th October, which your Excellency has done me the honor to address to me, asking me to intercede with the federal authorities in favor of Mr. Dallas. I have, myself, been employed in procuring information regarding the per-

son and antecedents of Mr. Dallas, in order to bring them to the notice of my colleagues when communicating to them the letter which Your Excellency has been kind enough to address to me. The result is, that according to the official registers of the American Marine (Navy-register 1849, page 118) Mr. Dallas obtained his resignation from the place of Passed Midshipman in the service of the United States the ninth September, 1848, because of an affair of honor terminating in a duel, so I have been told. It was only eight months later that Mr. Dallas was provisionally engaged by the Agents of the central powers of Germany, for service on board the frigate *Hansa* (United States), bought in America. This engagement was made for three months, during which the passage to Europe of the *Hansa* ought to be accomplished, and under the condition that Mr. Dallas at the expiration of this term would have the right to claim the expenses of his return voyage to America, in case he did not succeed in being placed in the German Marine. Since his arrival in Europe Mr. Dallas has been named lieutenant in the said marine by letters patent of the 19 August, 1849.

This information, founded upon the official documents which have been presented to me, prove that Mr. Dallas has not sacrificed an assured position in the service of his country in order to enter that of Germany, but that for about a year he found himself without regular employment, when the post which he has since occupied was conferred on him.

The case of Mr. Dallas thus presents no other circumstance, of a nature to engage the authorities working on the dissolution of the Marine, to assure to this officer exceptional advantages, and [yet he] proposes to become

the object of just claims on the part of his comrades. Nevertheless I pray Your Excellency to be persuaded that I have not failed to make the members of the Federal Commission, charged with the administration of marines, appreciate all the import of the observations which Your Excellency has turned to account in the interest of Mr. Dallas, and with the zeal which inspires [in] me the desire to give to Your Excellency a pledge of the high esteem which I hold towards him, I will try to guarantee to the intercession of Your Excellency all the success that will be compatible with the resolutions already agreed upon by the Diet and with the regards of the rest of the officers, who like Mr. Dallas, after three years of honorable service, find themselves in a situation conforming so little to the eventualities which they expected when entering the service of the above central power of Germany.

However, Mr. Dallas, being one of the number of officers named by His Imperial Highness the Archduke John, will be in the category of the most privileged employees of the marine. He will be amongst those to whom we shall accord more favorable conditions than to the others and whose existence having to be regulated to a definite standard, will form the object of further dissensions in the very heart of the Diet.

I take this occasion to offer to Your Excellency the assurance of my very distinguished consideration.

s.l.
Frankfort M, 14 December, 1852.

(Signed) V. BISMARCK.

To his Excellency
Monsieur D. D. Barnard,
Minister plenipotentiary, &c.

[DECREE OF THE HIGH FEDERAL DIET]

Translation

No 4268

The Commander in Chief of the Navy.

According to the resolution of the High Federal Assembly of July 29—c. a., namely:

1. The relation of service of those officers and employes of the navy doing duty with commissions without reserve is, by the ordered dissolution of the German fleet, to be considered completed and dissolved, but, as they will have to continue their services, as far as necessary, until the material of the fleet is disposed of, the room-salaries, until the end of their services, are to be left to them.

2. But to each of them, from the day on which his services end, this non-active salary, corresponding with his position, is to be rendered for the period of one year, with the invitation to look during this time for some other service or employment.

3. Finally, concerning those officers, who within that period could not find employment and should desire extended assistance, further resolutions are to be considered, especially in regard to the manner and measure of support, yet to be stipulated. It will be necessary to release several officers from their services, as their employment becomes unnecessary.

Therefore are, and the Chief Commander of the navy has hereby directed, the officers not necessary to be invited to resign and to be made acquainted with the con-

tents of this resolution, with the advice that, as soon as they have found employment, they must inform the Committee of Naval Affairs of the Federal Diet.

The commissariat department is directed to order the payment of non-active salaries for one year to the officers to be released from services.

The Commander in Chief acquaints you with the above extract from the decree of the President of the High Federal Diet of Aug. 20, c. a., in order that you may know it and act accordingly, and he advises you at the same time that he considers your further services, in connection with this decree, dispensable; and that you may now draw the non-active salary due you, from the respective special department.

Bremerhaven, Dec. 23, 1852.

The Commander in Chief of the Navy,

R. BROMMY,

Rear admiral.

To
the lieutenant 2nd class,
Mr. Dallas.

PAPERS OF FRANCIS GREGORY DALLAS

[LIEUTENANT DALLAS TO THE CHIEF COMMANDER
OF THE NAVY]

No 8541, with Appendix.
28/12/52.

Lieutenant 2nd class
Dallas
to the Chief Commander
of the Navy.

I beg to present to the High Chief Commander in the
appendix a declaration, which I would be pleased to
have forwarded to the Supreme command.

Bremerhaven, Dec. 22, 1852.

F. G. DALLAS,

Lt. 2nd class.

Please return
to Lt. Dallas.

R. Marmsey,
Commander.

Bremerhaven, Dec. 28, 1852.

Enclosure

Declaration.

The undersigned lieutenant 2nd class in the German
Federal Navy declares herewith that he cannot consider
the sum of 300 Thaler, paid to him at the time of his

PAPERS OF FRANCIS GREGORY DALLAS

resigning from the active service, as final payment, but only as an advanced payment of one year's non-active salary, as due to him per budget, and does not abandon, by accepting this sum, his demands, which he intends to present to a High Federal Assembly.

Bremerhaven, Dec. 22, 1852.

FRANCIS G. DALLAS.

[LATE PASSED MIDSHIPMAN DALLAS TO THE
SECRETARY OF THE NAVY]

Washington, D. C.,
Febry 17th, 1853.

To the Honble.
Secretary of the Navy.

Sir,

I beg leave most respectfully to request you to present the following statement and application to the President of the United States. In the month of June, 1848, it came to my knowledge that several persons then attached to the Naval School had made slanderous reports affecting my character; these were doubly annoying as they were made to a Lady who I hoped at some future day to make my wife. Smarting under this injury I laid the case before Judge Mason, then Secretary of the Navy, requesting a Court of Inquiry, hoping to avoid transgressing the regulations of the Service. The Secretary did not see fit to grant this request. I challenged the persons who had slandered me, left the State of Maryland and fought the originator of the slander, a few days later passed my examination at the Naval

School and was made a Passed Midshipman. Three months after this examination I was dismissed the Navy on account of the Duel, at the same time receiving from the Secretary of the Navy a certificate of good conduct, and that the offence of the Duel was the sole charge against me during my entire term of service.

Since the commencement of 1849 I have served in the German Navy, as the 1st Lieutenant of a Man of War and as commander of one, with credit to myself as the enclosed certificates will show. I beg leave most Respectfully to represent my case, and to hope that I have been punished sufficiently for my fault in transgressing the regulations of the Navy and to request of the President to reinstate me in my position as established by the examination of the date of Midshipmen who entered the service in 1841.

I have been constantly in a Naval Service since my dismissal and in active service, and I trust the President may see fit to show towards me this act of clemency. Accompanying this letter are letters and certificates from Commanders under whom I served in the American Navy, and I further respectfully refer the Department to the letters and reports on file relative to my case.

I have the honor

to be, Sir, very Resp.

Yr. Obdt. Servt,

[FRANCIS G. DALLAS.]

[THE SECRETARY OF THE NAVY TO PASSED
MIDSHIPMAN DALLAS]

Navy Department,
Feby 23rd, 1853.

Sir,

Your letter of the 17th instant, asking to be restored to the Navy of the United States and enclosing testimonials of your service in the Imperial Navy of Germany since the commencement of the year 1849, has been received.

The circumstances leading to your separation from the Navy of the United States, together with all the papers relating to your case, have been submitted to, and have received the careful consideration of, the President.

Viewing the testimonials which you have presented from officers of rank of the Imperial Navy of Germany as strong evidence of your zeal, energy and efficiency, as well as of your gentlemanly bearing and correct deportment as an Officer, the President has been pleased to direct that you be restored to the Navy of the United States, in your original grade of a Passed Midshipman.

It affords me pleasure to enclose to you a Warrant as Passed Midshipman, to take rank next after Passed Midshipman Charles Woodruff Woolley, and to take date from the 10th of August, 1847.

The certificates of your service in the Imperial Navy of Germany (7 in number) are herewith restored to

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you. You will await the further orders of the Department.

I am, very respectfully,

Your obt. servant,

JOHN P. KENNEDY.¹

Pass. Midshipman Francis G. Dallas,

U. S. Navy,

Washington, D. C.

[THE SECRETARY OF THE NAVY TO PASSED
MIDSHIPMAN DALLAS]

Navy Department,

Feby. 23rd, 1853.

Sir,

Leave of absence is hereby granted to you until the 1st of January next, with permission to visit Europe. At the expiration of this leave you will report to the Department.

I am, respectfully,

Your obt servt,

JOHN P. KENNEDY.

Pass. Midn

Fras G. Dallas,

U. S. Navy,

Washington, D. C.

¹ John Pendleton Kennedy of Maryland, Secretary of the Navy, appointed by President Fillmore, July 26, 1852.

[CAPTAIN PARKER TO PASSED MIDSHIPMAN DALLAS]

Philadelphia,
March 16th, 1853.

Dr. Sir,

I have received your letter of the 14th instant and am happy to hear you have been restored to your proper position in the U. S. Navy.

I handed no list of names to the German Government for commissions in their Navy, but on my return home in March, 1849, I mentioned your name to Baron Roenne, Minister at the time from Germany to our Government, who was authorised to select officers for the German Navy.

If you think proper you can submit this to the Honble Secretary of the Navy in order to get proper credit for Sea Service.

Yours with Regard,
FOXHALL A. PARKER,
Captain, U. S. Navy.

Passed Midn
F. G. Dallas,
U. S. Navy,
New York.

[THE UNITED STATES MINISTER AT BERLIN TO
LATE LIEUTENANT DALLAS]

Legation of the U. States,
Berlin, Apl 13, 1853,
at 5. O'clock P.M.

Dear Sir,

I have *this moment* recd your letter of the 8th. I fear, of course, that this note may not reach you at Bremen.

I advise you by all means to go in person to Frankfurt. I have just read in the Paper that an allowance of 40 Thalers per mo. is made to the Belgian officers, lately in the German service, until they shall find other service or employment.

I have said to the Prussian Minister at Frankfurt all I am able to say in your behalf. You know, I think, that I addressed him a second letter. I hope sincerely, you may be successful.

With great respect

Yr. obt servt,

D. D. BARNARD.

Lieut. Dallas.

[LATE LIEUTENANT DALLAS TO THE HIGH DIET OF
THE GERMAN CONFEDERATION]

To the High Diet
of
the German Confederacy
at Frankfurt on Mayn.

High Diet:

The Undersigned Francis G. Dallas, a citizen and, until the year 1849, an officer of the Navy of the United States of America which he at that time, in accordance with the wishes of His Imperial Highness the Arche Duke John, Regent of the Germanic Confederacy, to have American officers for the German navy, expressed to the President of the United States, and at the particular request of Baron Roenne, the Envoy of the Germanic confederacy with the United States of America, quitted and accepted at that time an appointment in the German navy, for which purpose he came over with the German steam frigate Hansa.

His appointment as lieutenant was under date of 19th August, 1849, confirmed by His Imperial Highness the Arche Duke John, then Regent of the Germanic confederacy, and a permanent commission was granted to him, signed by His Imperial Highness under date 19th August, 1849, and countersigned by the Imperial Minister Gen. Lt. A. Jochmus, Imperial Minister of Marine Merck, and General secretary Kerst. The undersigned has ever since attended to his official duties

with zeal and to the best of his abilities and he flatters himself to the satisfaction of his superiors.

On the 12th Dec., 1852, a resolution from the High Diet was communicated to the officers of the German fleet by Contre Admiral Brommy to the effect that the officers of the same should be discharged. It would be contrary to the well known sense of justice and equity of the High Diet, to assume that the High Diet had thereby intended to deprive the undersigned and all such other officers of the German navy, who in confidence in the good faith of the German governments had sacrificed their former stations to enter into the German services, of their legal rights and their permanent position, without allowing to them their permanent due pay of non-activity. That the High Diet had no such intention is confirmed by its resolution, granting the pay of non-activity to five of the officers of the German navy, who had quitted the Belgian service.

The position of the undersigned is exactly the same as the one of these officers; like them he had resigned his place in the Navy of his country and sacrificed there the prospect of an honorable and advantageous career, like them he had done so under the assurance that his position in the German navy should be a permanent one, and as the records of the Navy Department of the High Diet will show, his position and his claim are exactly the same as those of said fellow officers, which the High Diet by its resolution has acknowledged as well founded and valid. The undersigned abstains therefore from adding further arguments to support his claim relying on the high sense of justice and equity which in all instances has been evinced by the High Diet, and in

appealing thereon, the undersigned most humbly petitions the High Diet:

To grant to him the pay of non-activity due to his rank and in accordance with his commission as lieutenant of the Navy signed by His Imperial Highness the Arche Duke John, the Regent of the German Confederacy.

The undersigned, who had come to this place for the purpose of laying personally his just claim before the High Diet, is unexpectedly obliged to return immediately to America, on account of family affairs, whereby he is prevented of receiving himself the decision of the Diet; he therefore adds the respectful supplication of having the same delivered for him to Mr. Chas. Graebe, United States Consul at this place, who for this purpose and for the one to forward the same to him is fully empowered.

The undersigned, in the expectation of a favorable decision from the High Diet, will ever Pray.

The High Diet[’s]

most humble servant,

FRANCIS G. DALLAS,

Lieutenant of the German navy.

Frankfurt on the Mayn,
the 16th April, 1853.

[COMMITTEE OF THE FEDERAL DIET TO LATE
LIEUTENANT DALLAS]

In reply to your petition of the 16th c., I am directed to say that the desired “permanent grant of non-active

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salary" cannot be considered and is hereby referred to the respective interpretations of the decree of the Federal Diet, communicated to you at the time of your dismissal.

Frankfurt a/M. April 27, 1853.

In the name of the Committee of the Federal Diet
for Military Affairs.

To Lieutenant 2nd Class, Mr. F. G. Dallas.

[THE UNITED STATES CONSUL AT FRANKFURT TO
PASSED MIDSHIPMAN DALLAS]

Frankfurt, the 30th April, 1853.

Dear Sir,

I did not expect that I should have been able of forwarding to you so soon the decision from the Bundestag, which I regret is adverse to your demand. Immediately after the receipt of yours from Bremen I called on the Prussian, the Hessian and the Hamburg members, wherewith I am acquainted; they all acknowledged the justice of your claim, but said that by a resolution of the Diet they were bound and that there was no expectation that the same would be rescinded, as Bavaria had made it a condition for granting the pay to the Belgian officers, that no further demands should be received.

I learned further that even the Belgian officers owed their success merely to their King's personal intercession, and nothing will therefore be left for you but to ask the protection and aid of our government.

The inclosure will show to the President, that you have in vain solicited your rights; there does (in Ger-

many) not exist a judicial court, whereby you could bring a suit against the German confederacy or its organ the Bundestag. The same are above the laws, and can only be reached by foreign government strong enough to bring them to their sense and to oblige them to do justice at least to those who do not owe allegiance to them.

Our government has the means in hand, by a mere hint to the Prussian government that the treaty, which the same has negotiated with ours, for the mutual delivery of criminals, fugitives from justice, might meet with opposition in the Senate, should that body learn the unjust treatment you had received from the German confederacy. Prussia lays a great stress on the treaty and to secure its ratification will go to work for you, under the expectation that one Nail will drive another one out.

So far as I could learn, are Austria and Bavaria the main opposing states for doing justice to the Navy officers of the former German fleet; it is said principally, because Austria, by depriving the officers of their just dues, expects that they will be forced to enter into its service, whereby it might obtain good Navy officers at no higher pay and emoluments than what it has set out in its budget for common and uneducated ones, so profiting by the misfortune of those who had trusted in the good faith of Germany and the word of an Austrian Arche Duke. Can I do anything more in the case or in any other way, let me know it and you can rest assured that my services will at all times be devoted to you, meantime I can only advise you to see the President and ask our government's intercession; it is a national affair, that you should have done justice to you. In Germany all appointments are permanent, and no one can be de-

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prived thereof, except by the verdict of a regular court of justice; a mere suspension or placing of nonactivity is always connected with the legally fixed pay, for which even in the single states of Germany a suit can be brought against its government, but as already remarked, there exists no court nor judge who can compell the German Diet to fullfill its obligation or to pay its due, and I am ignorant of any other way you can obtain justice due to you, except through the intermediation of our government.

Excuse this hasty letter, but I wanted to make yet use of the Franklin to send to you the inclosure, which although bearing date of 27th has only been sent or delivered to me with a letter from Baron Prohesh [Prokesch?], half an hour ago.

Your truly devoted servt,
CHAS. GRAEBE.¹

[THE UNITED STATES CONSUL AT FRANKFURT TO
PASSED MIDSHIPMAN DALLAS]

Frankfurt a/M, the 6th May, 1853.

Dear Sir,

I wrote to you on the 30th last, forwarding the reply of the Diet to your claim; I have since learned that in order to cut off all further reclamation, the then yet existing Navy board was on the same day dissolved. Col. Borgingnau has returned to Trieste, and the other members to their respective homes, the clerks, runners, doorkeepers were dismissed with three months pay, and

¹ The American consul at Frankfurt a/M.

only Marinerath Bordan has obtained, it is said only for a year, the pay of nonactivity. Admiral Brommy has shared your fate of being refused. Nothing remains therefore for you than to ask the protection of our government; in doing so, you must draw the attention of the same to the fact, that the government of the Reichs Verweser had not been a revolutionary one, but a legal authority.

The German Diet was created by the acts of Vienna of 1815, the Federal organ and Executive; as such it informed, on the 3rd day of July, 1848, the Arche Duke John of Austria, that he had been chosen by the German sovereigns as the Reichsverweser of the German confederacy and on the 12th July, 1848, the Diet delivered solemnly over its power and rights, in the name and by order of the German sovereigns, to the Arche Duke Reichsverweser. His authority, rights and prerogatives did therefore not soly rest on his election by the National assembly, but he was with the advice and consent of all the German states and sovereigns the lawfull heir of the Diet; his acts and deeds were therefore binding as well on the Germanic confederacy as also on the separate states.

Your appointment and commission holds therefore as good as if made by the Diet itself or by the German governments. According to the rules and regulations of the German states, every appointment is permanent, unless the contrary is contained in the commission; such not being the case with yours, every judiciary court could decide your appointment a permanent one, which can not be broken, unless by a regular court martial for crimes and misdeeds on which casheering stands; otherwise you would have claim for pay and rank during all

your life time. If your appointment had been made in any of the German states, you could even not have been pensioned without your consent unless by a regular court pronounced you invalid, and for every trespass on your rights you could have obtained judgment against the government in its own judiciary court.

But there exists no judiciary court, in which a suit can be brought against the Diet or the Germanic confederacy; the decisions of the former are without appeal. It can commit the greatest and bare faced injustice, without that the injured party can obtain any redress, unless he belongs to a foreign nation, whose government will take up his case. You must rest your claim entirely on the facts that you have entered the German navy with the full understanding that the appointment should be a permanent one, that your commission granted to you by the Reichs Verweser was worded in the usual way, that the same did not contain a single word of your not being appointed permanent, that the Reichs Verweser was the lawfull Organ of all the German states, that consequently you had a right and were entitled to your pay for life time, that it does not concern the Diet wheither, at the time of entering in the German navy, you were in the actual service of the U. S. or in other honorable and profitable employ, the question did not rest thereon, but soly were your appointment intended as a permanent one and had the Reichs Verweser a right to make such an appointment, that whereas both must be decided in the affirmative, you had a legal claim against the whole Germanic confederacy, and by the want of federal judiciary courts I am being debarred to obtain legal justice, and government was bound to protect your rights.

Only in such a way, you can expect of seeing justice done to you, petitions, representations, all will be without avail; the Diet desires to errase out of the history the events of 1848 and 1849 and with them all obligations and engagements. The poor Germans interested can do nothing but to submit and grumble, justice and equity does not exist for them; and whilst our former administration has passed quietly by some of the most shamefull abuses, the German governments and the Diet believes that it could treat you with the same injustice.

I hope therefore that our present worthy President will take up your case, which being so clear and undeniable, he can easily make the Diet render to you what is due to you.

From the aforestanding you will see that nothing can be done here, except through our government. Should you however know of something, give to me your commands and I will with pleasure execute them; it will at all times afford to me the greatest pleasure of being able to render to you any service. Meantime

I remain

Respectfully and sincerely

Your devoted

CHAS. GRAEBE,

U. S. Consul.

Captain F. Dallas,

U. S. Navy,

care

of Mess. Wetmore & Kryder,

South Street,

New York.

[PASSED MIDSHIPMAN DALLAS TO THE UNITED STATES
CONSUL AT FRANKFURT]

New York City, Septbr 30th, 1853.

Dear Sir,

I have been prevented from answering your very kind communication of the 30th of April last fully, from my absence at the South. I beg you to believe, my dear Sir, that I entirely appreciate your promptness, and *particular courtesy* in attending to my claim on the German Diet. I have been advised by a member of the cabinet at Washington, to delay my direct appeal to the President upon this matter until the meeting of Congress for several reasons, among others that the President has at the present moment much to occupy him, again that when Congress is in session, my case could be brought directly to the attention of the Senate of the United States; these reasons have caused me to delay direct action upon this matter for the present. I wish however through your kindness to urge upon the diet the granting of me nonactive pay for the coming year, according to the terms expressed in resolutions of the Diet referred to in the letter of Baron Brohert [Prokesch?], for the following reasons: I think it would strengthen my claim upon the Diet, also to show the Senate at Washington such action of the Diet at Frankfurt, which I think would be regarded by the Senate as a decided recognition of my claim upon the German Diet for a pension for life. As to the best and most desirable method of addressing the Diet about the payment of the next year's nonactive pay, I beg you would write me

any suggestions upon this subject that you may consider desirable for me to follow.

It is my intention to make a direct demand of and from the Diet for the payment of my nonactive pay for the coming year on the 1st of January next, and farther in case of refusal to pursue this claim as far as it lays in my power to do, and I trust you will have the kindness to assist me in this matter, and any advice you may see fit to write me I shall be much pleased to accept.

You will I am certain read the state paper of the Secretary of State, Mr. Marcy, relative to the dispute with the Austrian Government, with great satisfaction, showing as it does the determination of our Government to protect not alone its native citizens but also its naturalized ones, even when they have only renounced their allegiance to their own country and affirmed their determination to become citizens of the United States; this paper will create much discussion in European circles.¹

If I can be of any service to you in New York or in the United States I shall be most happy to place those services at your disposal.

Please send your letters to the care of Messes. Wetmore & Kryder, No. 73 South Street, New York.

I remain, Dear Sir,

Respt yr Obt Servt,

F. G. DALLAS.

¹ Allusion to the case of Martin Koszta, a naturalized American citizen arrested by an Austrian consul at Smyrna, whose surrender was demanded and obtained by Captain Duncan N. Ingraham, U. S. Navy.

[CHARLES C. TUCKER TO PASSED MIDSHIPMAN DALLAS]

Washington, D. C., November 1st, 1853.

Sir,

It is probably known to you that the last Congress granted double pay to all Officers, Seamen, and Marines of the United States Navy who served in the Pacific Ocean from 1848 to 1852. The grounds upon which this measure was passed by Congress, were the additional labor imposed upon Officers and men and the high prices then ranging in California and throughout the Pacific.

No provision was made for those who served in the Gulf Squadron, although the same causes for double pay will apply to some extent, but I believe that if the matter was properly brought before the next Congress, and proper influence exerted, double pay could also be obtained for those who served in the Gulf of Mexico, during the Mexican war.

I take the liberty of addressing you and the Officers who will be entitled to double pay, should such a measure pass Congress, and calling your attention to the matter. The business at which I am engaged, is the prosecution of Claims against the United States before Congress and the Departments, and I propose to exert efforts to bring this matter before Congress and secure its passage, in case I can make it an object to pay me for my trouble and time and means expended, if successful.

I propose to exert the influence of myself and friends in the next Congress, to have a section, granting this double pay, placed in the Naval Appropriation Act of

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the coming session, and if successful, prepare such Claim and attend to it until paid, for ten per cent. of the amount that I may obtain for such, this being the same percentage that will be demanded by Attorneys, after the passage of the Act. If unsuccessful no charge whatever will be made.

If my proposal is satisfactory I would request an early reply, as it is important that the measure be introduced early in the ensuing Congress. If the bill is passed, I will give to those with whom I am unacquainted complete references as to my standing and business qualifications, when sending forms and instructions for drawing the money.

Very respectfully yours,

CHAS. C. TUCKER.

To

P. Md. F. G. Dallas, U. S. N.,
Bixby's Hotel,
New York.

[CERTIFICATE OF THE UNITED STATES CONSUL
AT FRANKFURT]

Consulate of the United States of America
for
Hannover, Hesse Cassel, Darmstadt, and pro tem.
for Frankfurt.

I, the undersigned, United States Consul, certify herewith that the tenor and the wording of the commission of Francis Gregory Dallas, Esq., of the U. S., as

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Lieutenant in the German Imperial Navy, copy of which is on the other side, is identical and literally the same as all such commissions of the German states, where the appointment is a permanent (during life time) one.

Such an appointed Officer cannot be dismissed, unless by judgment of a regular court either martial or criminal; otherwise he is entitled during his natural life time, to his pay, full one if employed, half pay if on nonactivity, or a pension if unable to serve; and if such is refused or not made to him, he can bring a suit against the government from which he holds the appointment, in its regular court, and will at all times obtain a judgment in his favor.

There exist however no Judiciary court, either federal or state ones, in which the German confederacy, or her organ the Bundestag, can be sued; no remedy exists in this country for Lieutenant Dallas to seek and obtain relief, Lieutenant Dallas having in vain tried the way of petition, a petition having been made by him and submitted through my mediation to the Bundestag, who gave a flat refusal to the same, without any reasons for their decision.

In testimony whereof I have given this certificate under my hand and affixed the seal of this Consulate. Done at Frankfurt on the Mayn the 5th day of November, A.D. 1853, and the 78th of the Independence of the U. S. America.

CHAS. GRAEBE,
U. S. Consul.

PAPERS OF FRANCIS GREGORY DALLAS

[THE SECRETARY OF THE NAVY TO PASSED
MIDSHIPMAN DALLAS]

Navy Department,
November 22, 1853.

Sir,

The exigencies of the service make it necessary to curtail the leave of absence granted you, under date 23d February, 1853, and you will proceed, without delay to New York, and report to Captain Boarman for duty on board the U. S. Sloop of War Albany.

I am Respectfully

Your obt Sert,

J. C. DOBBIN.¹

Passed Midsm.
Francis G. Dallas,
U. S. Navy,
Wilmington,
Delaware.

[THE SECRETARY OF THE NAVY TO PASSED
MIDSHIPMAN DALLAS]

Navy Department,
Decemr 21, 1853.

Sir,

The Department having been informed by yourself of your great desire to avoid going on a distant cruise

¹ James Cochrane Dobbin of North Carolina, Secretary of the Navy, appointed by President Pierce, March 8, 1853.

PAPERS OF FRANCIS GREGORY DALLAS

immediately, made a searching examination of the register of officers, and is constrained to say that the condition of the public service is such that in order to give the proper complement to the Decatur it becomes necessary to order you to that vessel. You will, therefore, at the expiration of your leave of absence, proceed to Boston, Masstts, and report to Commo. Gregory for duty on board the Sloop of War Decatur.

I am, respectfully,

Your obt. Servt.

J. C. DOBBIN.

Pass. Midn
F. G. Dallas,
U. S. Navy,
New York.

[COMMANDER STERRETT TO PASSED
MIDSHIPMAN DALLAS]

U. S. Ship Decatur,
Nantasket Roads, Jany 13th, 1854.

Sir,

You are hereby ordered to perform the duties of a Lieutenant on board this ship.

Very Respectfully

Your obt. servt.,

ISAAC S. STERRETT,

Commander.

Passd. Midn. F. G. Dallas.

PAPERS OF FRANCIS GREGORY DALLAS

[CERTIFICATE OF COMMANDER STERRETT]

U. S. Ship Decatur,
Hampton Roads, Feby 14th, 1854.

This is to certify that Passd Midn. F. G. Dallas has performed the duties of a Lieutenant on board this ship agreeable to my order of January 13th, 1854.

ISAAC S. STERRETT,
Commander.

[CORRESPONDING CLERK OF THE NAVY DEPARTMENT
TO PASSED MIDSHIPMAN DALLAS]

My dear Sir,

Your note of the 16th inst. came duly to hand. The corrections you desire relative to your employment in the Naval Service will be made so far as your statement conforms to the official record.

After a careful examination the result is as follows :

	Sea	other duty
Nov. 24th/41 to Boston Recg Ship—Dec. 24/41 Columbia		0. 1.0
Jan. 11/45 detached & 3 mos leave—		
Apl. 7/45 to Ny Yd., Pensacola,	3.0.17—	0.11.3
Mch. 10/46 detached & to Home Squad.		
—Nov. 4/46 Refd & 2 mos leave	0.7.24	
Mch. 10/47 to Saratoga—Dec. 24/47 Ref. & to School		
4 June 48—July 6/48 Detached & wait. orders Sep. 9./48 dismissed	0.9.14	0. 6.2
	yrs. mos.	yrs. mos.
	4. 6.	1. 6.

PAPERS OF FRANCIS GREGORY DALLAS

It is not usual to note in the Annual Register the period of employment of an Officer whilst separated from his Country's Service; the object being to show the actual Service performed whilst in the Naval Service of the United States, it would be somewhat anomalous to include *foreign service*. I simply state the usual practice of the Department; to make your case an exception requires the direction of the Secretary of the Navy.

Yr. Obt. Servt,

JNO. ETHERIDGE.

Apl 22d, 1854.

[THE SECRETARY OF THE NAVY TO PASSED
MIDSHIPMAN DALLAS]

Navy Department,

May 1st, 1854.

Sir,

Your letter of the 27th ultimo has been received.

Sea service cannot be credited to an officer unless performed under the order or authority of the Department.

As there are many cases in the Navy where Officers have been out of the service for a time and no mention is made of it in the Register, the Department declined to make an exception in your case, but when the next Register is about being compiled it will take *all* similar cases into consideration.

I am, respectfully,

Your Obdt Servt,

J. C. DOBBIN.

Passed Midshipman
Francis G. Dallas, U. S. N.
Sloop Decatur,
Norfolk, Va.

PAPERS OF FRANCIS GREGORY DALLAS

[COMMANDER STERRETT TO PASSED
MIDSHIPMAN DALLAS]

U. S. Sloop of War Decatur,
off Cape Pillar, Jany 4th, 1855.

Sir,

By authority vested in me as Commander of this ship, I hereby appoint you Acting Master, in the place of Acting Master Thos. S. Phelps, appointed Actg lieutenant, subject to the approval of the Honorable Secretary of the Navy.

Very respectfully

Your obdt. servant,

Passed Midshipman

ISAAC S. STERRETT,

F. G. Dallas,

Commander.

Acting Master, U. S. Ship Decatur.

[THE SECRETARY OF THE NAVY TO MASTER DALLAS]

Navy Department,
October 23d, 1855.

Sir:

Herewith you will receive a warrant appointing you a Master (in the line of promotion) in the Navy of the United States from the 14th day of September, 1855, the receipt of which you will acknowledge to this Department.

I am respectfully yours,

Master

J. C. DOBBIN.

Francis G. Dallas,
U. S. Ship Decatur,
Pacific.

PAPERS OF FRANCIS GREGORY DALLAS

[THE SECRETARY OF THE NAVY TO
LIEUTENANT DALLAS]

Navy Department,
October 25, 1855.

Sir:

The President of the United States having appointed you a Lieutenant in the Navy from the 15th of September, 1855, I have the pleasure to enclose herewith your Commission, dated the 22d Inst., the receipt of which you will acknowledge to the Department.

I am, respectfully,

Your obedient servant,

Lieutenant

J. C. DOBBIN.

Francis G. Dallas,

U. S. Navy,

U. S. Ship Decatur,
Pacific.

[LIEUTENANT-COLONEL DE RUSSY TO
LIEUTENANT DALLAS]

Lieut. F. G. Dallas,

U. S. Navy,

Puget Sound, W. T.

San Francisco, Cala.

June 4th, 1856.

I have been much gratified, my dear Dallas, at the rapid strides you have lately been taking in the Navy;

PAPERS OF FRANCIS GREGORY DALLAS

and I sincerely hope that before long you will find yourself in Command of a snug Steamer.

Although a bad correspondent I have kept an eye on your doings in Puget Sound, and from what I have gathered from papers and from those cognizant with the circumstances, your services have been actively devoted to the good of the service and highly meritorious. I compliment you, my dear Dallas, most sincerely for your Zeal and success.

I herewith enclose a letter (the only one I found at G. B. Post & Co.) for you; as the mail arrived yesterday, from the East, I will before I send this enquire again at that house and at the Post office, and should any thing be found for you, I will enclose it in this also.

The people of San Francisco have been living for the last three weeks in constant excitement; fortunately I am out of the way of it and can only judge of the facts as they appear in the papers. I send you by the mail a few papers in which I hope you may find some interesting matter.¹

We often speak of you in the family and will be happy to see you again with us.

You make enquiries after your cousin. We frequently receive letters from the girls; they are well and their little families are all beautiful and doing wonders, but as for Dorp, he is terribly lazy since he took a pretty wife. As far as we know, however, they are all well.

Hammersly has returned, his health is no better, he suffers a great deal. I have not seen him for some time and conclude that he is in Sacramento.

Mrs. deRussy, Mrs. Maxwell, Maxwell and sweet

¹ Apparently alluding to the activities of the Vigilance Committee of 1856.

PAPERS OF FRANCIS GREGORY DALLAS

little Laura beg to be remembered, the latter sends
cousin Frank many kisses.

God bless you, my dear Dallas.

Ever your devoted friend,

R. E. DERÜSSY.

June 4th, Evening.

P.S. No other letters for you either at the Post-office
or at G. B. Post & Co.

D. R.

[CHIEF CLERK OF THE NAVY DEPARTMENT TO
LIEUTENANT DALLAS]

Navy Department,
August 25, 1856.

Sir:

The President of the United States, by and with the
advice and consent of the Senate, having appointed you
a Lieutenant in the Navy from the 15th of Septr, 1855, I
have the pleasure to enclose herewith your Commission,
dated the 24th ultimo, the receipt of which you will
acknowledge to the Department.

I am, respectfully,

Your obedient servant,

CHAS. W. WELSH,
chief clerk.

Lieutenant

Francis G. Dallas,

U. S. Navy,

U. S. Sloop Decatur,

Pacific Squadn.

PAPERS OF FRANCIS GREGORY DALLAS

[THE SECRETARY OF THE NAVY TO
LIEUTENANT DALLAS]

Forwarded by
Wm Mervine,
Comd. Pacific Squadron.

Navy Department,
March 16, 1857.

Sir,

You are hereby detached from the Sloop of War Decatur, and you will proceed to New York, where, on your arrival, you will report, by letter, to the Department, stating the day on which you shall have left the Decatur.

I am, respectfully,

Lieut. .
Fras. G. Dallas,
U. S. Ship Decatur,
Panama,
New Granada.

Your obt servt,
I. TOUCEY.¹

[THE SECRETARY OF THE NAVY TO
LIEUTENANT DALLAS]

Navy Department,
April 15, 1857.

Sir,

Having been detached from the Decatur on the 31st ultimo, and reported your return to the United States

¹ Isaac Toucey of Connecticut, Secretary of the Navy, appointed by President Buchanan, March 7, 1857.

PAPERS OF FRANCIS GREGORY DALLAS

under the order of the Department, a leave of absence is hereby granted to you for Three months from this date, at the expiration of which you will report to the Department.

I am, respectfully,
Your Obdt. Servt,
I. TOUCEY.

Lieutenant
Francis G. Dallas,
U. S. Navy,
Astor House,
New York.

[THE SECRETARY OF THE NAVY TO
LIEUTENANT DALLAS]

Navy Department,
April 16, 1857.

Sir:

Proceed to Philadelphia by the 25th instant and report to Commo. Stewart on that day for duty on board the U. S. Receiving ship at that place.

I am, respectfully,
Your obedient servant,
I. TOUCEY.

Lieut.
Fras. G. Dallas,
U. S. Navy,
New York.

PAPERS OF FRANCIS GREGORY DALLAS

[AUDITOR OF THE TREASURY DEPARTMENT TO
LIEUTENANT DALLAS]

Treasury Department.

Fourth Auditor's Office.

April 23d, 1857.

Sir:

Herewith you will receive a certificate for \$34.00, payable by the Navy Agent at Phila, which sum is the amount due you for expenses of detention at Panama and Aspinwall and transportation of baggage.

The Navy Agent at Boston has been written to, in relation to your allotment, and as soon as his reply shall be received, your pay account will be settled and transferred to the Phila Station, or any other that may be more convenient to you.

I am, sir, respectfully,

Your obedient servant,

A. O. DEYTON.

Lieut.

F. G. Dallas,
U. S. Navy,
Phila,
Pa.

PAPERS OF FRANCIS GREGORY DALLAS

[COMMANDER BRENT TO LIEUTENANT DALLAS]

U. S. Ship Marion,
Sharks Point, Congo River,
April 21st, 1859.

Sir,

You will take command of the Prize Barque Orion,
proceed at once to make the necessary preparations, &
report to me when you shall be in all respects ready for
sea.

A Prize crew will be detailed immediately.

I am, Very Respectfully,

Your Obt. Servt.

THOS. W. BRENT,

Commander.

Lieutenant Francis G. Dallas, U. S. Navy.

[PURSER MYERS TO LIEUTENANT DALLAS]

U. S. S. Marion,
Congo River, Apl. 23d, 1859.

Sir,

Please find enclosed the accounts of the Men & Ma-
rines transferred to Prize Barque Orion.

Very Respectfully

Your Obdt. Servt.

To

HENRY MYERS,

Lieut F. G. Dallas,

Purser, U. S. N.

Comdt.

Barque Orion.

PAPERS OF FRANCIS GREGORY DALLAS

[COMMANDER BRENT TO LIEUTENANT DALLAS]

U. S. Ship Marion,
Sharks Point, Congo River,
April 24th, 1859.

Sir,

You will proceed with the Prize Barque Orion, under your command, to the Port of New York, and upon your arrival, report to the Commandant of the Station & the Hon. Secretary of the Navy.

You will place in the hands of the Hon. District Judge, the two packages directed to him.

You will deliver the Prize together with the Officers & Crew into the custody of the U. S. Marshall.

I am, Very Respectfully,

Your Obt Servant,

THOS. W. BRENT,

Commander.

Lieutenant

Francis G. Dallas,

Comdg Prize Barque Orion.

[DANIEL G. BRENT TO LIEUTENANT DALLAS]

U. S. Ship Marion,
Sharks Point, Congo River,
April 24th, 1859.

My Dear Sir,

Will you do me the favor to leave at the Naval Lyceum, New York, for Michael Vigote, Captain's

PAPERS OF FRANCIS GREGORY DALLAS

Steward, payable to the order of his wife, or his brother Joseph Vigote, the accompanying package containing fifty-six dollars (\$56) and you will oblige your friend.

DANIEL G. BRENT.

Lieutenant

Francis G. Dallas,
Comdg. Prize Barque Orion.

[RECEIPT BY UNITED STATES MARSHAL]

Recd, New York, 15th June, 1859,
From Lieut. Dallas of the U. S. N. the Bark Orion.
She having been seized on the Coast of Africa on suspicion of being engaged in the Slave Trade, contrary to the Laws of the United States together with her mate, supercargo and Crew.

ISAIAH RYNDER,
U. S. Marshal,
Southern District
of N. Y.

[G. H. DEVOE TO LIEUTENANT DALLAS]

My dear Dallas,

I noticed your arrival this A.M. in command of a Prize, which I hope may prove one of value, & of course started for your old homestead the "Astor." Mrs. Stetson told me you had gone to "the Yard" to deliver up to the Marshall of our Uncle the Orion. I suppose you will be engaged all day & will not attempt to meet you

PAPERS OF FRANCIS GREGORY DALLAS

until morning. I am very anxious to see you & live for a time the old times o'er.

Capt. Murden left for New Orleans last week to return in the Cutter McClelland to this port, the Washington to remain at N. O.

Dr. Taylor was transferred to the Falmouth from the Preble, I don't remember at what point. I hope you will stop in town for a few days.

Ever yours,

G. H. DEVOE,
161 East 12th st.

Wednesday,
2½ p.m.
June 15/59.

[COMMODORE BREESE TO LIEUTENANT DALLAS]

Navy Yard, New York,
June 16, 1859.

Sir,

So soon as the U. S. Marshal shall have taken the prize vessel Orion into his charge and keeping, you will transfer the prize crew with their accounts to the Receiving Ship, having first landed and taken receipts for any government stores you may have charge of.

Respectfully

Y. Ob. Sert.,

SAML. L. BREESE,
Commdt.

Lieut. Comdg.
F. G. Dallas,
U. S. Navy,
New York.

PAPERS OF FRANCIS GREGORY DALLAS

[UNITED STATES DISTRICT ATTORNEY TO
LIEUTENANT DALLAS]

Office of the Attorney of the United States for
the Southern Division of New York.

New York, June 17th, 1859.

Sir,

In the trial of the barque Orion, brought here from the Coast of Africa by you, the testimony of yourself and Lieut. Campbell will be necessary for the government.

As there is no Court in Session for business in the District during the months of July and August this trial will not take place before September or October, and as you will probably be absent from the City, I will thank you to inform me of your address, so that when the Case comes on for trial, I may procure your attendance.

I will be obliged to you also if you inform Lieut. Campbell, now under your Command, of these facts and also let me know what will be his address henceforth.

I am Respectfully
Your Obt Servt,
CHARLES H. HUNT,
Asst U. S. Dist. Atty.

Lieut. Commanding
Francis G. Dallas,
U. S. N.

PAPERS OF FRANCIS GREGORY DALLAS

[UNITED STATES MARSHAL TO COMMODORE BREESE]

New York, 20th June, 1859.

To Commodore Breese, U. S. N.

Sir,

Lieut. Dallas has been detained in consequence of the non-receipt by me of the Monition against the Bark Orion. I expect to receive it this day and will immediately take charge of the Bark. I cannot legally do it before I get the Libel.

Yours respectfully,

ISAIAH RYNDER,

U. S. Marshal.

[RECEIPT BY COMMANDER ROWAN]

Ordnance Office,

Navy Yard, New York,

June 21, 1859.

Recd from the Prize Barque Orion the following Ordnance Stores,

11 Swords & Scabbards,
11 Pistols, with belts and frogs,
80 " Ball Cartridges,
40 Musket " "
150 " Caps, Percussion.

S. C. ROWAN,¹

Comdr in chg. ordnance.

¹ Afterward Vice-Admiral, U. S. Navy.

PAPERS OF FRANCIS GREGORY DALLAS

[THE SECRETARY OF THE NAVY TO
LIEUTENANT DALLAS]

Navy Department,
June 24, 1859.

Sir,

You are hereby detached from the command of the Prize Bark Orion and you will regard yourself as Waiting Orders.

I am, respectfully,

Lieutenant

Francis G. Dallas,
U. S. Navy,
New York.

Your Obedt Servt,

ISAAC TOUCEY.

[THE CHIEF OF THE BUREAU OF PROVISIONS AND
CLOTHING TO LIEUTENANT DALLAS]

Navy Department,
Bureau of Provisions and Clothing,
July 9, 1859.

Sir:

Your letter of the 8th instant, forwarding the receipt of the Inspector in Charge at the Brooklyn Yard for stores brought home in the prize Barque, Orion, has been received.

I am, Sir, very respectfully

Your Obedt Servt,

Lieut. Francis G. Dallas,

U. S. Navy,
Navy Yard, New York.

H. BRIDGE,
Chf. of Bureau.

THE JOURNAL OF
FRANCIS GREGORY DALLAS

Private Journal 30
Commenced May 23rd 1849
New York City

I came on from Boston
in order to ascertain when
E. N. Collins & Co's ships would be
ready for sea upon my arrival
here. I found there would
be a delay of some months
in the fitting out of the ships
also that it would be necess-
ary for me to consult the
Secretary of the Navy regarding
the ratification of my engagement
with Mr. Collins and found
that it would be requisite
for me to remain in New
York for some days. I have
taken Rooms with Messrs Ste-
and Ordway, May 23rd 1849
This day I received an

THE JOURNAL OF
FRANCIS GREGORY DALLAS

Private Journal, Commenced May 23rd, 1849,
New York City.

I came on from Boston in order to ascertain when E. R. Collins & Co.'s ships would be ready for sea; upon my arrival here I found there would be a delay of some months in the fitting out of the ships, also that it would be necessary for me to consult the Secretary of the Navy regarding the ratification of my engagement with Mr. Collins and found that it would be requisite for me to remain in New York for some days. I have taken rooms with Messrs. Otis and Ordas.

May 23rd, 1849. This day I received an offer from Baron Roenne, Minister Plenipotentiary from the Central Power of Germany to the United States, to the following effect, viz.: That if I would go out in the German Frigate United States¹ and upon my arrival in

¹ "The steam frigate United States, now under the colors of the German Empire, lies off the Battery and is a most sightly vessel of war." *Boston Daily Advertiser*, May 24, 1849, quoting from the *New York Courier*. It goes on to say that the United States was built in New York for a Havre packet and made two or three trips. The upper deck was removed and she was otherwise fitted for a man-of-war. Bonds were given by Baron von Roenne, in conformity with United States neutrality laws, that she would not engage in hostilities on the outward passage.

In the *Boston Shipping List*, July 4, 1849, is announced the arrival at Liverpool on June 16 of the German steamer United States, Captain Palmer, from New York.

Bremerhaven offer my services in the German Navy that I should receive as compensation a Commission as 1st Lieut. in that service (Provided they required officers) and in the meantime I was to be paid at the rate of \$75.00 for three months and have a free passage from New York to Germany and home again and was to employ myself in assisting to Drill and discipline the crew. This was so desirable that I at once accepted it and left the next day for Boston returning the same day to New York. While in Boston for a few hours I paid my debts by a draft upon my agents, said goodbye to all my family and friends and arrived in New York 36 hours after having arranged all matters in Boston.

May 25th. I arrived this morning from Boston and find that the ship I am going in will not sail until next week.

May 30th, 1849. After delays we got under weigh and stood down the harbour, but coming on to be hazy weather we have anchored off Staten Island. I find this ship to be fully equipped as a Steam Frigate. There are on board under the same agreement as myself, 1st Capt. Howard of the Revenue Service, Mr. Stiles and Stevenson of the Navy (formerly) and an ex-acting Purser, Mr. Isaacs. The Firemen have been very insolent, in fact almost mutinous, demanding all sorts of privileges; indeed all the Engineer Department are. The German Commissioner, Prof. Wedding, is a passenger on board. The Ship has a Merchant Captain and two Mates to take her out.

At Sea, June 1st, 1849. We have had a very exciting time—first, the renewed trouble with the Engineer Department and lastly this morning our Steamship was run ashore upon the South Nantucket shoals and there

we lay for six hours thumping pretty heavily; we have thrown overboard about 100 tons of coal, we have stove one of our boats, another boat was first stove and then crushed under the Port wheel. The cause of the boats being stove was the attempt to transport one of the Bower anchors by the Fore Yard and purchases, one of which parting, the anchor went overboard staving the boat in its course and resulting in its loss. The Engines having been worked in all ways without success, the Ship in the meantime thumping very heavily, the Guns were shifted amidships from aft, Coal thrown overboard, and finally by the change of tide and her being lightened she has got off.

June 4th. We are steaming across the Southern edge of the banks of Newfoundland in a thick Fog, occasionally passing fishing boats; we must be somewhere in the vicinity of Iceberghs as the Weather is very chilly indeed. We average about 240 miles per day without pressing the ship at all. She is a very fine ship indeed, well found throughout, more particularly in Mess stores such as Wines of all kinds and Liquors for Cabin and Wardroom use. I have charge of the 1st Division of Guns, viz: Two 10-Inch Guns, Long ones working upon rails, and four 8-Inch Guns working in Battery. I have been employed exercising the Men at them. There has been nothing occurring other than the usual life on board of a ship about half Man of War and the other half of her a Merchant Ship, adding to this making myself generally familiar with the Ship.

June 10th. At Sea. It really seems as if one accident occurs directly after another; on the 5th we were obliged to stop the engines and to raise the starboard cylinder head to get Sand out of some of the pipes lead-

ing to it; in one was found a stick of wood. On the night of the 7th the ship rolling heavily carried away one of the Port Quarter Boats, davits and all; thus in a week's time we have lost two Boats and stove a third. The 8th, through carelessness, I presume, one of the Boilers was burnt through, thus depriving the Ship of one of her four Boilers. Evidently something wrong in the Engineer Department. Again on this day the Engines were again stopped for repairs. Yesterday, the 9th, some four feet of water was reported in the Ship and the pumps attached to the Engine were out of order and when the causes were investigated, it seems that the Engineer had allowed the Ship to go 30 hours without pumping her out. Of course as soon as discovered the trouble was removed after some hours hard pumping. If we get over to Southampton safely the Engineer Department [will] have to be reorganized. This day, the 10th, the Sea has gone down and the Weather is milder. Last Night, it being Saturday, the good old standing Toast of sweethearts and Wives was drank in Punch made of champagne and Jamaica Rum; very nice, this. I had neither Wife nor sweetheart to drink to—rather unusual for a sailor. I have never in all my going to Sea lived so comfortably as on Board this Steamship and from present appearances I am inclined to think that I shall find it very desirable to enter the German Navy. I have commenced acquiring German, slowly 'tis true, but one must learn to crawl before one runs.

June 11th, Monday. Yesterday afternoon the engines were again stopped for some three hours on account of one of the Bilge pumps being out of order, carelessness of the Engineers without doubt. About 10 o'clock, as if to keep up a continuance of annoyance and excite-

ment, the alarm of Fire was given. This at all times a *fearful cry* at sea but more especially in a Steamship of War having an immense amount of Powder on board, in short having a *Mine of Powder* at each end of her; a single spark coming in contact with either would produce *instant death*. The pumps were at once rigged and put in motion, sentries placed over the Engine Room, and in a few moments the Fire was quenched. It seems that some canvass had been wrapped around the smoke pipe and had caught fire. Although no damage was done still there might have been serious, very serious. Again as if to continue the excitement, this morning another of the Boilers was nearly burnt through—*cursed carelessness*.

June 14th. Our chapter of accidents is at last closed I hope. We made the coast of Ireland about 10 o'clk this morning, and our destination has changed from Southampton to Liverpool; the reasons for this change are the chance that the Danish Government may have received intimation of our sailing and destination and may have sent cruisers to look for us in the English Channel. Now as we require repairs and docking we can run into Liverpool without danger of being molested and when ready can sail for Bremen. I have written letters to Robert, to Mary, to Messrs. Rice and West, also to Aunt Emily Boerum, which I shall send by the 1st steamer.

Liverpool Harbour, June 17th, 1849. Upon our arrival here yesterday we found the steamer ready to sail for Boston and I sent my letters by her; she sailed about 3 o'clock. Professor Wedding communicated by telegraph with the Prussian Consul General and found that his despatches were ready for him at Cowes in charge of

Two German Officers. I went on shore yesterday, took a long ride and a general view of the city and environs; it was a good day (being Sunday) to see the people. I was very forcibly struck with the very large feet of the females, in fact I did not see one who had a pretty foot. The country houses were very neat and gave one some idea of English comfort, but upon the whole I would not for any consideration become a resident here.

June 19th, 1849. Captain Howard has taken charge of the ship. Stiles is 1st Lieut and I am 2nd. I have met here a previous acquaintance, Mr. Edmund Ward a merchant of Liverpool; he has been very civil, introducing me to several clubs, the Cricket Club among others.

June 20th. Captain Palmer has left for the United States. The ship was docked this day and we found the only injury she has sustained being in her copper having been torn off in several places.

June 25th. The ship is out of dock and at anchor off Birkenhead ferry near the anchorage of the Halifax steamers. I have written home, also to several friends. Through my friend Ward has made my time pass very pleasantly in various ways. The ship will be detained here several weeks on account of repairs required upon her boilers et cetera.

June 28th. I have written to my old Aunt Sarah Taylor and have received an answer from her; she seems in doubt as to my identity and wishes to know about the duel in which I was engaged. I have again written her giving her full account of the whole affair and in rather a peremptory manner for I confess I felt much hurt at the tone of her letter to me.

June 30th. I have again heard from Aunt Sarah and she has enclosed me money to pay my expenses in visit-

ing her and she has written me in a very cordial manner. Mr. Ward has gone to London and I shall meet him there.

July 5th. I have been to London, that great, that immense city. I admit I have found it far grander than I had supposed and found it sheer folly to attempt to see London and its environs in anything less than a month. I arrived in London one evening and the next morning went down by Rail Road to Kingston, about 15 miles from London. I found Aunt Sarah's house without difficulty and also found her delighted to see me; she lived in quiet but comfortable style and is a fine specimen of an Old English Lady. As a matter of course we had an immense deal to talk about, and in the conversation that occurred I found a great many points of character to admire and respect in the old Lady. While paying her a visit I went to Hampton Palace and there found a fine collection of paintings of some of the old Masters also a fine park and a species of wild forest which forms a very good imitation.

August 10th. The last five weeks has been passed in and about Liverpool without real pleasure or satisfaction, but with a great outlay of money. After my return from London I found a new Commander sent to the Ship from Germany, a person who had been in the Danish Navy, Capt. Howard having gone to Frankfort. After some consultation between us officers we concluded to serve on board for the present under his Command. However, a week had not passed before Mr. Stiles, Gourlie and Babcock left the ship, leaving Purser Isaacs, Stevenson and myself and several German officers who have been sent to join the Ship. This did not last long, for the latter part of July Mr. Kerst, Secretary General and Commissioner of Marine, arrived and after

an interview with him at which he offered me only a Commission as a Lieut. of the Second Class in the German Navy and which I then declined, as I had been promised by Baron Roenne Lieutenancy of the 1st Class, I left the ship and went on shore to live in Liverpool. After some ten days there, during this time it having been represented to me that the position of a Lieut. of the Second Class was such as I could accept, I informed the Secretary that I would accept his offer, which upon his renewal of it I did accept and I am therefore now a Lieut. in the German Navy and attached to the Steam Frigate United States, or Hansa, as she is now called. I have received only one letter from home but this one told me that all were well and was but 12 days old when it reached me. I do not think I shall find the German Naval service one in which I can remain any length of time; however, I intend to give it a fair trial. We shall sail in a few days for Bremen, when I shall be able to form some definite conclusions to regulate my future movements.

Bremerhaven, August 18th. We anchored off this place after a fine run of four days without any unusual matters occurring. We found the Squadron at anchor in the mouth of the Weser consisting of three steamers, one of which carried the Commodore's Flag. We stood up in Company for Bremerhaven; much to my surprise I found that this ship was by far the fastest of the squadron. I was in hopes to find some letters awaiting me, but did not. The St. Lawrence¹ has been here, but is now cruising in the North Sea.

¹ The U. S. frigate St. Lawrence, Captain Paulding, made a cruise in 1849 to the Baltic Sea from the Mediterranean, where she was regularly stationed.

PAPERS OF FRANCIS GREGORY DALLAS

Septbr 3rd, 1849. I have now been here more than two weeks and can form some Idea of what my service will be here. A few days since I received a Commission from Frankfort as a Lieutenant in the German Naval Service; true, the pay is but small, but I stand a fair chance of early advancement. I stand now the fourth on the Naval list of Lieutenants second class and two of the three above me will not stand in my way. The principle objection I have to this Service as it is now organized is the fact of a great many men from the Merchant Service being placed in it and in a majority of cases they are utterly unfit for Naval officers. If I were to go into details I could write for hours upon this head.

September 20th, 1849. The last two or three weeks has been passed in various ways. The arrival of the St. Lawrence on the 4th has been a pleasant thing from the fact of my having several old Shipmates on board of her, and each time I have been on board old associations have crowded upon me, some pleasant and others unpleasant. I have been twice to Bremen and from going up in company with our Surgeon who has several young lady cousins living there, I have enjoyed myself. The Steamboat carries one up in five hours on the River Weser; one peculiarity in the face of the Country which strikes a stranger is its flatness. I went into the celebrated wine cellar where wine of all vintages from the last two centuries is deposited. Of course I drank some of different kinds; there is a fine Hotel in Bremen, but notwithstanding the boasted cheapness of Germany, I find money goes here fast enough. I am learning German and find I make fair progress.

October 1st, 1849. I have been fortunate enough to

receive letters from Mary and Caroline up to August 18th and one from Robert to Sept. 1st. All were well at home. I have been again to Bremen and again passed a pleasant time, finding ladies with whom I could converse in French with. The St. Lawrence is still here. Everything in the political horizon of Germany indicates change; how this may affect the German Navy and through the latter myself, remains to be seen. We have been engaged in fitting ship for sea; our destination is uncertain as yet. I have had an opportunity of seeing a German Country fair, a fine place for observing National and prominent points of character.

October 12th. My life here is a perfect illustration of uncertainty. Within the last 12 days a Corvette Captain has been dismissed without trial, our own Captain—a Post Captain—placed on half pay without his will or consent; so that fortunately for me I am young and have a Capital of health to go upon, so that if I do not advance in this service fast enough I can try elsewhere for employment. The arrival three days since of the steamer Washington without my receiving any letters was a great disappointment. I went up to Brake a few days since to see Captain Howard. Our new Commander is a Leiut. 1st Class, a Belgian. I hear a good character of him.

October 26th. I have been laid up for a few days, but I am now getting better and hope to be about in two or three days. Our new Commander I am inclined to like. I have been associated with him for four or five days as the executive officer, in which capacity I think an officer has the best chance to judge fairly of a Commander. I think it very probable that I shall be sent to some other ship, as the Commodore will come to this

ship and he will have his favorites with him, and I have reason to suppose I am not among the number. I have been disappointed in not hearing from home. What a strange life is that of a Naval officer, fated to be thrown with all nations and to pass the best part of his life from home, family, and early associations.

November 17th, 1849. The last three weeks I have been nearly half of the time unwell; however, the time has not been thrown away, as I have learnt some German. I have again been disappointed in not receiving letters from home. The last steamer untill Spring has arrived and again sailed for New York; however, no news is Good news. I am now in daily expectation of receiving orders to some other ship; uncomfortable to change when I have had all the hard duty to perform and now that the ship is in good order, some one else will enjoy her. I find that by caution and careful attention to duty that I shall get along well, altho' I do not think it at all likely that I shall find it to my interest to remain any length of time in the German Navy. I should like to get the command of a ship before I leave this part of the world. Strange but true, I was glad when the St. Lawrence left, for she formed a *silent but forcible parody* upon the most of the German Navy.

On board of the Reichs Dampf-Corvette Königliche Ernst August, Jan. 9th, 1850. In the [past] six or seven weeks I have been in the first three weeks 1st Leuit. of the Hansa and in the last four I have been the 1st Leuit. and Leuit. Com'ding of this ship; she is a fine new steamer Built in England expressly for a Man of War and is really a fine ship. I have had an immense deal of duty to perform in this time, but for that I care not. Were it not for one thing my advancement and promo-

tion in this service would be rapid and certain; the reason is that a number of Belgians have succeeded by influence at court in entering the service right over my head as *Leiuts. 1st Class*. Were they Officers from a regular Navy or who had seen more service than I, it would be very different indeed; this is with me the only cause of complaint, but this is a very serious one. I stand at present well with the Admiral and if I have patience enough I must advance. I have thus far succeeded admirably in learning German as also in carrying on my duty and I think I am rather a favorite with the Germans. I have been employed on board of this ship in making improvements and alterations and think I shall succeed in making her a man of war. . . . I have heard that in the Spring I shall have the command of one of the new ships but what truth to place in this report I do not now know; if I should have, it would be a very pretty thing for me at my age. I have found my Naval knowledge of immense benefit to me in this Service.

K. Dampf-Corvette Ernst August, off Blexen, April 15th, 1850. I have delayed from time to time writing in my private journal for various reasons. I remained in Command of this ship until the middle of January, when my health being somewhat affected by the climate, I took leave of absence for a month. I went first to Bremen then to Hanover and Braunschweig. I found I had chosen the worst possible time for travelling in Germany, the weather so cold and disagreeable that all pleasure was destroyed. The face of the Country shew evidence of a high state of cultivation, at the same time that same exhaustion ever found in the greater part of Europe. At Braunschweig I found a fine armory with

immense stores consisting of the munitions of war belonging to the Duke of Braunschweig, also a fine palace. My health not being good I returned to Bremen and putting up at the Hotel Lindenhoff placed myself under the charge of a physician for the treatment of a cutaneous disease I have suffered from. My month passed slowly employed in learning some German. My stay in Bremen I found most expensive to me.

I returned to my ship on the 20th February, just in time to have my hands full in fitting and making the ship ready to go into the River from winter quarters. I had a very short crew and much work. We went into the Stream on the 6th and a few days after were ordered round to the Elbe to carry some members of the Commission (from Frankfurt) who were making a tour of inspection. Fortunately my ship was in good order. We remained at Glückstadt several days, where I received much attention from the inhabitants. Upon our return to the Weser, we took the Admiral up to Brake and the next day returned and took up our anchorage off Blexen, one of the most stupid places it was ever my fortune to anchor at. I have found employment enough in my duties as first Lieut. I have written home . . . by the Washington which sails the 15th. Capt. Howard and Wife return in her, Capt. H. perfectly and entirely disgusted with his experience; he made a great mistake in accepting a commission for one year, whereas I took a commission without limit except the duration of the German Navy. I think my progress must be rapid if I have patience enough to wait and at the same time put up with the annoyances I meet with. I have protested against the jumping me by the Belgians and notified the Admiral that if I am not placed upon the same footing

with these Belgians, I shall resign the service; the Admiral promised me my promotion, but I do not place faith in his promises.

Reichs Dampf-Corvette Hamburg, Vor Blexen, July 24th, 1850. It is now more than three months since I have written in my private Journal. Many things have passed in this time. During the months of April, May, and June I was busily employed in drilling and disciplining the [crew]. I made very satisfactory progress, having learnt so much German as to enable me to carry on my duties entirely in German. In May we went to the Elbe, taking the Admiral with us; we remained 5 days, coaled and watered ship. Part of June we lay off the Geeste having Carpenters on Board altering the Gun Ports aft.

I have been in this time to Bremen twice or three times. Once to have my Daguerreotype taken; this I sent to Mary. I have heard from home, all well, nothing new. I have also heard from Aunt Sarah Taylor; she was well. On the 4th of July I took Command of this ship, so that I am in less than a year's time the Commander of a Corvette, which is a very fine position for a young man not 26 years of age. I found my ship in good order as far as regards cleanliness, but I also found it necessary to make a good many alterations in the internal police and internal rules and regulations of the ship. These I have not and will not do all at once, but will from day to day make little alterations. The first thing I have done was to stop the constant Drumming introduced by the Belgians and to substitute the Pipe for the Drum, using the Drum only for quarters. The Admiral has been twice on Board to make inspection and has found no fault, so he is satisfied. I find it a

much pleasanter duty to command a ship than to be the 1st Leiut. of one. My greatest pleasure in my advancement is the fact of being able to show my friends at home what I can do. . . .

Corvette Hamburg, August 20th, 1850. In the last month I have had more time for pleasure and amusement than any time previous since I have been in Germany. I have become acquainted with my ship, officers and crew. I find very little difficulty in commanding a ship, finding it much easier to command than to be the first Lieutenant of a ship. I have already received an answer to the letters I sent home on the 9th of last month (July); all are well. Robert is promoted to be a Lieutenant after 13 years service. . . . I have written this month letters to Uncle DeRussy, Cousin Emily De Russy, to Emily, Robert, James and Mary. . . . During the time the New York Mail steamship Washington was here this month, I have passed many pleasant hours. All Americans appear to take pride in my rapid advancement. The St. Lawrence Frigate will probably arrive here this month. I shall then meet my old Companions as a Commander while they are only Passed Mdn. I am ordered to be the member of a Court Martial second in seniority. Things are still in the same unsettled state. Matters are settled between Denmark and Germany, but war exists between Denmark and Schleswig-Holstein. It is impossible to state definitely what course events will take; if the German [Navy] continues and my life is spared I shall continue to advance rapidly. I am upon much better terms with the Admiral than formerly. My progress in the German language has been most rapid.

German Corvette Hamburg, in Haven Brake, Duke-

dom of Oldenburg, Novbr. 23rd, 1850. During the last three months my life has been without change. I have managed to get my ship in excellent order and discipline, particularly when considering the greater difficulty which always exists when a ship remains so much at anchor. In September I made a trial trip with my ship, running her under steam some 10 hours. I was well satisfied with the working of her Engines. The Frigate St. Lawrence arrived on the 28th of August and sailed for Boston on the 2nd of October. I was much on board of her during this time as were also the officers of the Frigate with me. I passed many pleasant and agreeable hours with them; they all were much gratified at my rapid advancement. I heard of Robert's being ordered to sea in the Sloop of war St. Mary's as Leiut. I have made several visits to attend Balls and parties in different places, being now sufficiently master of German to make myself perfectly understood in society. One of the most pleasant of visits has been to Verden in the Kingdom of Hannover where a Regiment of Hussars are stationed, with the officers of which I am acquainted. I found a fine Band, many fine ladies and enjoyed myself much. The 24th of October I brought my ship up to Brake and the same evening ran her into the haven for Winter quarters, where are at present five steam Corvettes and the Frigate Deutschland. The ships lay well. I find Brake a most stupid and also a place very difficult to pass one's time in and really do not know how I shall manage to pass the winter. Political matters are most troublesome and unsettled at present in German affairs; there is a very strong probability of a general European war. My last letters from home, all are well, nothing new. I have heard from Aunt Sarah, she was well.

In Haven Brake, Corvette Hamburg, December 16th, 1850. During the last three weeks I have not been away from my ship with the exception of once to Bremerhaven; two weeks of this time I have been confined to my cabin, but am now nearly well and hope to be out in a couple of days. The Frigate Gefion, captured from the Danes last year, has arrived at Bremerhaven. When well, I shall go down and visit the ship. I have letters from home up to Octbr. 27th; all were well no news of importance. . . . My life here is at present very monotonous. The affairs of Germany do not now appear so warlike; indeed I think we shall not have peace broken. My ship and ship's company give me very little trouble. I have had a new purser ordered to the ship. The River is still open and the weather very mild.

Steam Corvette Hamburg, River Weser off Brake, G. Dukedom of Oldenburg, April 26th, 1851. The weather has been throughout since December most unusual and remarkable for this Latitude. Snow has fallen only once, and the River has been entirely clear of ice and navigable the whole winter, in short a much milder winter than I have ever passed in either New York or Boston. I have received at intervals letters from home but without any particular news; all were well. During the winter I have seen a great deal of Germany having visited the Capital of the Kingdom of Hannover, also several times the city of Verden, where are the head quarters of a Regiment of Hussars in the Hannoverian Army. I have become well acquainted with the officers, from the Colonel through the Regiment, and have passed many pleasant hours there, having been kindly received in the House of General Wyneken (Division General), General N. Hodenburg

(the latter has a very interesting daughter), also by Colonel Brauns von Sichert (he has three very beautiful daughters), Lt. Col. von Dackenhause, and Lt. Col. Gebser; indeed I have been received with great kindness. I have also in Bremen made many pleasant acquaintances. In the month of February I travelled through North Germany going first to Hamburg where I enjoyed myself, meeting there many Austrians who were passing through en route for Schleswig-Holstein. From Hamburg I went to the Dukedom of Mecklenburg, then to Prussia, stopping in Berlin for some days; while there I was presented to Prince Adalbert, Brother of the King of Prussia, to whom I had a letter of introduction. I made many pleasant acquaintances and enjoyed myself; returning I saw the King of Prussia's residence at Potsdam, visited Southern Prussia, Dukedom of Braunschweig, Hannover, and returned much pleased with my trip and having obtained a much clearer and more correct idea of North Germany than I ever could have done by reading or by living in a Sea Port of North Germany. While in Berlin I met and visited our American Minister Mr. Barnard, who received me most politely. I also met a Mr. Potter of Philadelphia and his wife in Berlin. All in all considered I have had a pleasant winter, having enjoyed myself much and at the same time kept my Ship's company, officers and men, in good discipline. Early in March I assisted as Director in getting up a masked Ball in Brake which was very successful. We have had through the winter an ameteur Theatre and assembly Balls, on a small scale but pleasant. The Admiral has been for the last month in Frankfurt endeavoring to have some definite settlement for our Navy and at pres-

ent we have strong hopes of being able to go to the Mediterranean with the Fleet. I have made myself master of the German language, so as to be able to read and write and speak the same understandingly. If the German Navy is established upon a firm footing, then I have a fine career before me if my life is spared; how seldom is a young man of 26 years of age so fortunate as to be a commander at so young an age.

Corvette Hamburg. In Haven at Brake, Novbr. 11th, 1851. We remained with this Ship from the 1st of April untill the 8th of July, when I took the Ship to the anchorage off Blexen and owing to the Engines being out of repairs sent some parts of it to Ronnebeck. The time passed from April until August without any particular events worth noting. I passed the 4th of July on board of the Washington in the usual American way. On the 8th of August I took leave of absence for six weeks to go to the sulphur baths at Neundorf, this having been recommended to me by the Physician. I gave the command of my Ship to the 1st. Leiut. during my absence. While at the baths I had a capital opportunity of speaking German, made many pleasant acquaintances particularly the family of the Director of the Bath, Herr Von Heppe, one of whose daughters I was much pleased with, passing many agreeable hours in giving English lessons. I was made quite a Rara avis of, being an American and a Naval Commander; a number of my acquaintances among the Hannoverian officers visited me during my stay in Neundorf and taking all things into consideration I passed my time very pleasantly indeed. After leaving Neundorf I went to Hannover, visited the King of Hannover, from Hannover I went to Lüneburg to pay a visit of a few days

to the family of a friend of mine, Lt. von Dapel, and returned to my Ship the middle of September. I hope to have received benefit from my using the sulphur bathing, but I must await patiently the working of the same, which does not take effect until some two months afterwards. I have been visited by some dozen of the King of Hannover's officers from the Garde de Corps, Garde Grenadier, Jäger Battalion, and also from my old acquaintances, the Garde Husaren from Verden. I think, had I not made so many agreeable acquaintances among the King of Hannover's officers, it would have been almost impossible to have stood out against the accumulation of ennui, or as the Germans term the word, "Langeweile." I have indeed had frequent chances to obtain a thorough knowledge of this word. In my letters from home I have found nothing of particular moment. From our anchorage at Blexen I took my ship to her former station at Brake of last winter. I had as passengers with me (having invited them some days before) Baron v. Bothmer and Lady, the Baron having been in the Austrian Service during the Hungarian War and having met, loved, and married his Lady, a beautiful Hungarian—quite a romantic affair. The Baron distinguished himself greatly during the war; they proved most interesting company on the voyage—this was the 8th of October, 1851. I visited the Bremen grand fair and was at a large Ball at His excellency's, General Wyneken's, who has been most kind on more occasions than one; after the Bremen Fair I was quite unwell.

January 3rd, 1852. On the 9th of November I wrote . . . to my sister, also again on the 29th of November. . . . I have been confined to my cabin for some seven

weeks with swollen groins from severe cold. On the 30th I went to the Court of Oldenburg with our Admiral to visit the Grand Duke of Oldenburg, dined at the Palace, attended a great Court Ball and in short enjoyed myself very much; we have again New Year's day and still no definite settlement of the future fate of the German Navy—it seems to be one of those never[-ending], at least apparently interminable, political discussions upon which Germans never can come to a united opinion. One thing about the service is good; I refer to their punctuality of payments.

March 4th, 1852. Since the 1st of January there has not been much alteration in my usual routine of life. I have visited Verden once, and I always find the acquaintances which I have, most attentive and polite to me, therefore enjoy myself much. I have received from the American Minister at Berlin and at London, letters respecting the prospects of our German Navy. On the 18th of February I went to Oldenburg with the Admiral by invitation from the Grand Duke of Oldenburg to take part in the festivities following the marriage of the young Duke of Oldenburg with the Princess of Saxe-Altenburg, which event was celebrated in a very brilliant manner and afforded me a capital opportunity of forming an opinion relative to the ancienne regime, of the manners et cetera of monarchical forms, and the manners of one of the German Courts. We dined three times with the Grand Duke, attended a Concert at the Palace, breakfasted in the young Duke's palace, attended the Grand State Ball, and in short took part in all the festivities of the occasion. We were received with great cordiality by Oldenburg Officers and I shall improve the first opportunity I have to invite some of

them on board of my Ship. My last dates from Home are in January; nothing new or important. . . .

April 19th, 1852. Corvette Hamburg, Brake. During the last six weeks I have few events to notice. I received in March visits from six Oldenburg Officers who remained with me two days on board and enjoyed the life on board of a Man of War with much zest; I took them also to Bremerhaven and we had a large supper of some 60 persons on board of our ship and a fine breakfast on board of another. Our service appears to be nearly at an end and I shall either return to the United States soon or enter some one of the German Services for a short time. A few days since the Prussians sent a Draft of some two hundred men with their Commodore and a number of Officers to take charge of two ships belonging to our Squadron viz. the former Danish Frigate Gefion captured at Eckernförde in April 1849, the other the Steam Frigate Barbarossa. This is the commencement of the end of our German Navy. I have been recently in Verden, a garrisoned town of Hannover; with many of the Officers I am well acquainted—they generally expressed themselves much disappointed at the result of our German attempt at a Navy and at its probable most lamentable end, in which feeling I could of course most cordially join. I have been received most friendly and hospitably by the Officers of the Hannover Army in General and trust in coming years to have a better opportunity of being able to return their many kind civilities shown towards me. I have written this day a letter to my Sister Emily and sent the same by the Barque Rastedt, Capt. Laur.

May 2nd. Brake, Corvette Hamburg. The end of the German Navy was very much nearer than I had

anticipated. On the 30th of April I discharged all hands excepting two Firemen, 8 Seamen, two Petty officers, two Officers, Purser, two Engineers. It will not I think be very long before we shall all go. I have not as yet made up my mind if I shall return to the United States directly or if I shall try the Prussian Navy.

May 11th, 1852. We are in daily expectation of receiving our discharge with two years' pay or of receiving half pay in the form of pension; for my own part I hope we shall soon have a decision, then I shall know what to do.

Corvette Hamburg, Brake, June 30th, 1852. As yet no decision regarding the disposition of the ships composing the German Navy, and still less any definite proposals for settling with the remaining Officers; it may go well, but I am much inclined to think the German Government will behave shabbily to the few foreigners still in their Service. The time hangs heavily, and for my own part I shall be well pleased when the affair is at an end. . . .

Sept. 10th, 1852. The German Navy drags its slow length along and appears determined to die hard; on the 1st of this month all the passed Midshipmen were discharged with one year's half pay. The Frigate Deutschland has been sold. I have been again at the Sulphur baths at Neundorf and have derived much benefit from them. The Frigate Gefion, the one captured from the Danes, and the Steam Frigate Barbarossa have been given over to the Prussian Government. I have been offered the opportunity to enter the Prussian Service, but I have had enough of German Governments; my ship is still in excellent order and

Discipline. I have superintended a thorough overhauling and repair of her Engines.

Decbr. 12th. Bremerhaven, River Weser, 1852. Yesterday the Corvette of War Hamburg was delivered by me to an English Company by order of the German Diet, in connection with the five steam Corvettes belonging to the German Navy. I sent my crew with their bags and hammocks on shore to the Dock, keeping on board the Boatswain and my steward until ready to haul the German Flag down, which I ordered done and delivered the ship over to the High Commissioner of the German Diet; received my receipt for the ship and all connected with [her] and left with the Boatswain [and] Steward. My Gig's crew were waiting for me; the same evening the men were paid off and discharged. I, in obedience to orders from the Admiral, went to Bremerhaven to arrange the accounts and papers connected with my command. I have already sent my application through the American Minister at Berlin to Frankfurt for a pension or for a compensation and he has in a most favorable and kind manner urged my claim, I hope eventually successfully.

Decbr. 31st, 1852. The last day of the year, at Sea in the North Sea on board of the Steamship Herrmann commanded by my friend Captain Higgins (American Navy). We sailed this morning for Southampton. I have arranged all matters with the German Navy and leave with one year's furlough pay in advance; my future compensation remains to be determined. I have good certificates from the Admiral and have the satisfaction to know that I have served nearly four years in a foreign service with credit to myself—more than three years in command of a Corvette. I have had many

pleasant hours and have learnt a new language and now go once more into the world to seek my fortune with health and a stout heart.

Steamship Herrmann, Jany 5th, 1853. We arrived in Southampton Monday the 3rd and having taken our cargo and passengers, have again commenced our voyage to New York. I have been up to Kingston and visited Aunt Sarah and have returned delighted with my visit; she received me with much kindness and friendship and I feel confident that I have in her a warm and sincere friend. I made the acquaintance of Mr. McCrosky, the American Consul at Southampton, and through him was invited to dine with the Mayor of the City on the occasion of the return of her Majesty's Attorney General to parliament, Sir Alex. Cockburn, he being a guest, and I was called upon to make two speeches in response to toasts given complimentary to America and Americans.

Jan. 7th. Today after a heavy SW wind, about 10 o'clock in the morning, between Start Point and Eddystone Lighthouse, Start point bearing from the ship N N E, Dist. 27 miles, we shipped a heavy sea, or rather the crest of a sea, which crushed our Forecastle deck and also four Carlines down to the berth deck. In consequence the ship's head was put about and we are running for Southampton. I find navigation in the English Channel most difficult.

Jan. 8th. This morning, after laying off the Needles light all night without obtaining a pilot, we find ourselves under the lee of the Isle of Wight in 9 fathoms of water, blowing heavy, so much so that we must run round the Island into and through St. Helens roads with a St. Helens pilot. Off comes a pilot, boarded us

without our anchoring, and we are now off Southampton awaiting the flood tide in order to be docked.

Jan. 9th, 1853. Last evening we were docked and the carpenters are on board repairing the damages sustained in the Channel.

Jan. 11th. We left dock this morning and have anchored in Cowes roads, as it is blowing a gale of wind from the Wd. There are nearly a hundred sail of ships laying at anchor windbound.

Jan. 13th. We left again for New York, taking our departure from the Needles at 11 o'clock, bore N E distant 9 miles. We have westerly winds with some considerable head sea, everything down on deck, top-hammer and all, only lower masts with spencer, Jib and Staysails bent.

Jan. 14th. . . . Distance run, 185 miles. We have had some head seas to contend against and a head wind; this ship is a good seaboat. I am well content on board. Capt. Higgins very kind. Few passengers on board and still fewer of interest.

Jan. 15th. . . . Distance ran 133 miles; head winds and head sea, ship deeply loaded and obliged to carry a light head of steam. I have observed and worked out the reckoning. I forgot to mention that at a meeting of the Passengers I was appointed chairman and I drew up an address, expressive of our thanks to and confidence in Captain Higgins during a severe gale of wind, that I sent to the New York Herald to be published.

Jan. 16th. . . . Distance 120 miles. . . . Head winds from Wd. and head sea; light head of steam.

Jan. 17th. Lat. obs. $47^{\circ} 04'$. Long. D. R. $13^{\circ} 26' W$. Dist. 104 miles. Head winds and heavy sea; ship makes better weather, lightened by burning coals; some of the

cargo from the Second Cabin (the 2nd Class passengers are all aft in the 1st Saloon owing to the great amount of cargo) stowed below on the coal or rather in the coal bunker that is empty. N. York bears S 81° W. Distance 2636 miles.

Jan. 18th, 1853. . . . Distance run, 184 miles. . . . Rather better weather, less sea, head wind; watched trim of ship by shifting ballast (iron) on the guards and water casks in gangways, shifted Firemen from berth deck to forward smoking room, sent some cargo from 2nd Cabin to the Firemen's quarters, ship makes better weather of it.

Jan. 19th. . . . Distance run 180 miles. . . . Part of these 24 hours good weather with head wind; last 10 hours gales from the Wd. and heavy head sea, ship more lively; prospects of a long passage. Sent more cargo below in the coal bunkers; great attention paid to trim of ship.

Jan. 20th. . . . Distance 138 miles. . . . Head winds and first 15 hours very heavy head sea. Bill of fare reduced in Saloon; allowance shortened with ship's company. 8 P.M. Mer. obs. of Moon, Lat. $46^{\circ} 42'$ N; remarked a luminous ring of about 30 degrees in diameter about the moon. At noon westerly wind and pleasant weather, head sea not so heavy.

Jan. 21st, 1853. . . . Distance 187 miles. . . . Heavy sea, wind from Wd. fresh, weather good.

Jan. 22nd. . . . Distance run, 202 miles. . . . Sea not so rough, weather thick with wind WSW.

Jan. 23rd. . . . Distance 185 miles. . . . Sea from Sd. & Wd. fresh winds first part, last part heavy sea.

Jan. 24th. Lat. obs. $44^{\circ} 43'$. Long. C. $44^{\circ} 05'$ W. Distance run, 178 miles. N. York 79° W. Distant

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1344 miles. Westerly winds and sea from the Sd. & Wd. wind fresh; made sail for a few hours for the first time.

Jan. 25th. . . . Distance run, 200 miles. . . . Fresh winds from the Wd. last part thick weather; at 11 o'clock made the eastern edge of the banks.

Jan. 26th. . . . Distance run 190 miles. Sounded at 5 A.M. in 28 fathoms, bottom white sand; foggy weather, wind from Sd. & Wd., heavy sea from SSW. . . . Cold weather; air 30° , Water 40° .

Jan'yry 27th. . . . Distance run per log, 200 miles. . . . Strong NW Wind with snow, foggy; got mer. alt. of moon, put us 6 miles to the Southward of our reckoning by acct.

Jan. 28th. . . . Dist. run per log, 200 miles. NNW wind light, little sea, colder, on the edge of the stream (Gulf). Temp. water 50° , air 30° . Overran log last two days 50 miles, showing a counter current to the Gulf stream of little over a knot an hour.

Jan. 29th. . . . Dist. per log, 240, per obs. 257 miles. Sandy Hook Bears at $87^{\circ} 4' W$. Dist. 272 miles. Smooth sea, light westerly winds; exchanged signals with a large steamer bound east, current Sd. and Wd. 18 miles; ship's trim by the stern 18 inches as a general thing; foreyard slide and gunter on a trysail mast now carried, except with fair winds; all other top hamper down. Cargo shifted below as fast as coal is burnt out, great attention paid to trim of ship.

Jan. 29th. Example to find the Longitude by an observation of the sun at setting with a spy glass.

Note the time by chronometer of sun's setting, 1st lower limb, 2nd upper limb (when using a watch take a comparison of watch and Chron. to find Chron's

face). In getting lower limb, subtract $-21'$ from the sum of R. Dis. and Lat., and add $+21'$ to the half sum for the remainder. For the upper Limb subtract $-53'$ from the sum and add $+53'$ to the half sum.

Jan. 30th. No obs. At 12 mer. running along Long Island. . . . At $\frac{1}{2}$ past seven took a Pilot on board, Sandy Hook distant 97 miles. Distance run per log, 205 miles.

Jan. 30th. . . . At 5.30 passed the bar and running by Sandy Hook light house; owing to the state of the tide had to slow the engines. At 10.30 P.M. made fast to Pier No. 3, North River. At last, after nearly four years absence, I return to the United States having gained promotion, command and some credit, in a foreign Service, learnt a new language and become four years older; that is, my life is shortened four years. At 11 P.M. went on shore to the City Hotel, where I used to stop, but found the Hotel pulled down and stores built up in its place. Returned to the Herrmann and passed the night, for the moment finding myself a stranger in my own native land.

Febr. 1st, Bixby's Hotel, New York City. Took lodgings here with my friend Dr. Thomson, Surgeon of the Herrmann, Wrote Robert and Mary.

Febr. 14th. Left this morning for Washington. The last two weeks I have passed in New York renewing old acquaintances and associations, so far as the changes of the time admitted. Found Aunt Boerum and cousin Sarah Wetmore living in Waverly Place, have seen cousin Adolphus De Russy; all well. Recd. letters from Robert, Mary & James; all well.

Febr. 16th, Washington, Willard's Hotel. Arrived this morning, stopped over night in Philadelphia, saw

Commodore Parker, spent one day at the house of Dr. Thomson in Wilmington, a most delightful family. Found Uncle De Russy at Willard's, well and glad to see me; advises me to apply to be reinstated in the American Navy. . . . Many old friends here; the city is full of strangers.

Washington, Febr. 23rd. I have seen the President and Secretary of the Navy, was most kindly and favorably received, presented my letters and application for reinstatement on the 21st inst. Last evening, the 22nd of Fbr., attended the Assembly Ball; was informed by the Secretary of the Navy, Mr. Kennedy, that the President has directed my restoration to the Navy. This morning my Warrant as Pd. Mid. with back date of Aug. 10th, 1847, accompanied by a very handsome letter & leave of absence, with permission to visit Europe, for this year 1853.

New York City, Bixby's Hotel, March 7th, 1853. Arrived this evening. Left Washington Feb. 27th, passed that night in Baltimore, arrived at Wilmington the 28th, passed one week with Dr. Thomson, one of the most agreeable and delightful of my whole life; a most amiable family, very pleasant young ladies, my first realization of home and most heartily appreciated by myself.

Bixby's Hotel, New York, March 21st. I have just returned from Boston after a visit of a few days; have seen James and Emily, and aunts, all well. Was called suddenly back, met Capt. Wyman, received me kindly. I saw Robert and Emily in Washington.

On board the U. S. M. Ship Herrmann running along Long Island bound to Bremen, March 26th, Saturday, 1853. I have decided rather suddenly to return

to Germany in order to endeavor to obtain half pay or compensation, that I consider to be my just dues for my services in the German Navy. Have the pleasure of sailing with my friend Captain Higgins and the advantages of gaining useful practical experience.

Steamer Herrmann from New York to Cowes, left Pier No. 3 at 12 mer., March 26th, 1853, Civil time. Anchored inside the hook for 3 hours; at $\frac{1}{2}$ past 5 P.M., the tide having risen, crossed the bar, took Departure from Sandy Hook, light bearing WSW. Dist 3 miles; at 6.30 discharged Pilot, light westerly winds, steered ESE and $E\frac{1}{2}S$ var. $\frac{3}{4}$ Pt. westerly. Ship's Draft aft 20 ft. 6 inches, For. 20 ft.

March 27th. . . . Nantucket shoals bore North Dist. about 45 miles; weather good, Barom. at Mid. 29 50, weather cloudy and rainy. Main topmast housed.

March 28th. . . . Northerly winds, cloudy, at mer. clear. South pt. Great George's Shoal bore W by N Dist. 105 miles. . . . Mizzen gaff sent on deck.

March 29th. . . . West end Sable Island at noon bears North Dist. 71 miles. Dist. run, 240 miles. . . . Weather good, swell from Nd., all head sail set till 11 A.M. Jib boom taken on deck. Topmasts and yards struck; find ship easier and steadier and make better headway.

At 3 shifted 7 tons of Pig iron ballast, 2 large water casks and the two Signal guns to just forward of the wheel house, increased ship's speed from $10\frac{1}{2}$ to 12 knots per hour. . . .

March 31st. At 1 shifted ballast & signal guns forward; found the ship before shifting going 12 knots, after only 10 knots; shifted it aft again & she went 12 knots, proving to a demonstration the importance of

strict attention to trim of ship. . . . At 7 P.M. struck soundings on the Banks in about 54 faths. . . . Dist. 262 miles; per log 276; . . . rate 11 knots, 15 inches steam. . . . At 9 Passed Propeller Glasgow, she was under all sail and steam; she sailed four hours before us from New York. . . .

April 1st, Friday. . . . At 7 P.M. ran off the Banks. . . . Sea getting up, shifted ballast forward to Main Mast; at Mid. blowing fresh. . . . At 4 A.M. wind shifted to the Nd., fresh gales; shifted Ballast to windward, found the ship steadier; set main spencer, at 7 split it; set the storm spencer on short gaff; at 12 moderated a little. . . .

April 2nd. . . . Sent up Fore Yard and set the Sail at Mid. . . . Propeller Glasgow in sight astern. . . . Needles Dist. 1544 miles.

April 3rd. . . . At Midn. fresh westerly winds with snow last part fresh gales from the Wd. squally with heavy sea from SSW. Got 50 faths. chain aft by the Mizzen mast; at mer. fresh gales and heavy sea; ship behaves beautifully. . . .

April 4th. Throughout these 24 hours strong gales from Wd. with rain and snow, squalls and heavy following Sea. Foresail set. . . .

April 6th. . . . From want of sufficient Draft cannot generate steam enough, only 11 lbs. . . .

April 7th. Com. & con. throughout these 24 hours light breezes from the Wd. & pleas. Foresail & F. T. Sail set, at 10 P.M. . . . Dist. 260. Scilly Dist. 110 miles, Bears E $\frac{3}{4}$ N. At noon furled sails, finding that they rather retarded than increased her speed; westerly winds, find also in the last four or five days that the ship has undergone her D. reckoning some 12 to 20 miles

each day; this last day, although averaging nearly 12 knots by log and making $13\frac{1}{2}$ revolutions per minute, she has averaged by obs. only 10 knots and 6 faths per hour, falling short some 30 miles. At 12 sounded in 74 fathoms bottom light colored sand and shells.

April 8th. . . . At 8 h. 40' P.M. made Scilly light bearing E by N $\frac{1}{2}$ N. . . . At 13 H 30 M Past Mid. made Lizard light bearing E $\frac{1}{2}$ N. . . .

April 9th. Passed the Needles at 4.20; at 5.40 came too off Cowes in 12 days and 20 hours from New York. Discharged mails and passengers, proceeded on the voyage after receiving the North Sea Pilot on board at 7. . . .

April 10th, 1853. . . . At 10 Langeoog in sight abeam; at 11 Wangeroog bore $S\frac{1}{2}E$, Dist. 5 miles. . . . Rec'd Weser Pilot on board 14 days and 16 hours from New York, running a Distance 3600 miles. April 10, civil account, at 3 P.M. made fast to the Dock at Bremerhaven.

Tuesday, April 12th, Hotel De l'Europe, Bremen. Arrived yesterday at $\frac{1}{2}$ 12 o'clock.

Monday, April 18th, 1853. Arrived this evening, after having visited Cologne, going up the Rhine to Frankfurt and returning down the Rhine to Cologne; arrived in Frankfurt Thursday evening and left Sunday morning. Called upon his Excellency Count Brockhurst [Prokesch?] von Osten, President of the German Diet, Baron v. Bismarck-Schoenhausen, Prussian Ambassador at the Diet, and Baron Post Captain v. Bourginon [Borgingnau?], chairman of Naval Committee. Sent in my petition for pension from the German Government for my services in that Navy and left my case in the hands of the American Consul, Mr. Charles

Graebe, at Frankfurt. Found the scenery on the Rhine the most striking and picturesque that I have ever seen. Paid for my 2nd class ticket in Railroad from Bremen to Deutz, opposite Cologne, $8\frac{1}{2}$ Prussian Thalers, for a lodging and supper with omnibus fare to Hotel in Cologne $2\frac{1}{2}$ Thalers. Arrived in Cologne at $\frac{1}{2}$ past 10 P.M. Wednesday evening, April 13th; left Cologne at 5 A.M. on the 14th in steamer Prince of Prussia, paid for a ticket to Frankfurt & return $4\frac{1}{2}$ Thalers, wine & dinner with Breakfast 1 Thaler. Arrived in Frankfurt at 7 P.M., taking the Railroad at Kastel, in the Dukedom of Nassau, where I left the steamboat at $\frac{1}{2}$ past 6 P.M., paying $1\frac{1}{2}$ Thalers; at Frankfurt my bill at Hotel from Thursday evening until Sunday morning with three bottles of wine was 20 Gulden or 10 Thalers. Left Frankfurt Sunday at 8 A.M., left Kastel at 9.30 A.M. in the Steamboat Prince of Prussia, arrived in Cologne at $\frac{1}{2}$ past 4 P.M., took Baggage to Railroad in Deutz, visited Cologne and left Deutz at 8 P.M. . . .

Arrived in Bremen Monday the 18th, left Bremen on the 21st, Thursday, and came on board the Herrmann.

April 22nd, Friday, 1853. At 10 A.M. weighed anchor & left Bremerhaven.

April 23rd, Sea acct. At 1 Dis. Pilot; Wangeroog bore $W\frac{1}{2}S$, Dis. 7 miles. . . . At 12 Midnight Terschelling bore South Dist. 10 miles. . . . When first leaving the Weser ship made hardly $8\frac{1}{2}$ knots, bearing by the head; brought nearly on an even keel and she made 10 & $10\frac{1}{2}$ Knots, good weather and smooth sea all forward sail set.

April 24th, Sea Acct. At 6 P.M. passed light ship at Goodwin sands. . . . At 9 A.M. docked ship at Southampton, waiting an hour for tide.

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April 27th, civil acct. At 2.30 left the Southampton Docks. . . . At 4 h. 40 M, P.M. April 28th Sea acct. passed the Needles. . . .

New York, May 11th, 1853. Passed the Light on Sandy Hook about 2 P.M., hauled into the ship's berth at Pier No. 3., took my old room at Bixby's Hotel, Park Place.

June 12th, Bethany, Penn. Arrived here a day or two since to pay a visit to my friends Mrs. Otis and Harry Otis. Passed the last month in New York and enjoyed myself very much; found all well of my family. Saw Adolphus DeRussy. Been looking out for a mail steamer.

Wilmington, Delaware, June 30th, 1853. Arrived here yesterday on a visit to my friend Doctor Jno. A. Thomson, after having spent a very pleasant time at Otis's, riding, driving, trout fishing, et cetera; feel under much indebtedness for his great kindness to me. Am in capital health. Passed through New York and spent two days there.

July 15th, New York. Arrived yesterday from Wilmington after an unusually pleasant and agreeable visit; several young ladies in the house; found my friend Thomson's family one of the most delightful I have ever met with in all my experience.

July 18th, Fort Hamilton, Long Island. Have come down to pay a visit to my cousin Capt. DeRussy, who is stationed at this place, bringing my friend Dr. Thomson.

August 19th, Newport. Arrived here today after a pleasant visit at Fort Hamilton, where I made many pleasant acquaintances and passed the extremely warm weather with tolerable comfort.

Boston, Septbr. 12th, 1853. Arrived on the 30th ult.

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from Newport where I passed a very pleasant two weeks, meeting a great many old acquaintances and making many new ones. Found my relatives in Boston and vicinity well. Have had a very severe attack of chills and fever; am now much better.

New York, Septbr. 16th. Arrived here day before yesterday; feel much better.

Bethany, Septbr. 19th. Arrived yesterday from New York to stay at Otis's place.

October 19th, New York City. Returned today after a very pleasant visit of five weeks with my friend Otis; health entirely reëstablished by riding, hunting, et cetera.

Wilmington, Delaware, November 19th, 1853. Arrived today from New York on a visit to my friend Dr. Thomson. Have passed a very gay month of it in New York. The City was crowded with strangers visiting Crystal Palace. My Brother James came in to pursue his course of civil engineering in Jersey City.

Washington, D. C., December 8th. Arrived this evening after having spent my time very pleasantly in Wilmington, Philadelphia and Baltimore; stayed several days at my friend Brintenhouse in Philadelphia.

Wilmington, Del., Decbr. 15th. Returned today, having been successful in obtaining the revocation of my orders to the Albany Sloop of War,¹ and also having laid my claim against the German Government before the Secretary of State.

New York, December 20th, 1853. Arrived today in

¹ In the course of this cruise, which Dallas escaped by the revocation of his orders, the sloop of war Albany, Commander James T. Gerry, sailed from Aspinwall (Colon) in September, 1854, and was never heard of again.

my old quarters in Chambers St. Spent a few days most delightfully in Wilmington, Del.

Boston, January 4th, 1854. Arrived this morning and reported to Com'dore Gregory for duty on board of the U. S. Sloop of War Decatur. On my arrival in New York, found orders for me to join the Decatur at Boston, spent some days in making the necessary preparations, arranged matters in New York and left in some haste.

At Sea, Friday, Jany. 13th, 1854. Found the ship ordered on special service to go in search of the Steamer San Francisco, supposed to be drifting about in the Gulf stream between latitudes 38° and 36° N; joined in haste. Tuesday put the ship in commission by order of Commander Sterrett, at 11 A.M.

Navy Yard, Charlestown, January 10th, 1854. At 10.30 put the ship in commission and recd. the crew on board, at 11.30 recd. a steamer alongside, at 11.45 slipped from the Buoy and towed down the Harbour, at 1.30 came too in Nantasket roads with 45 faths. Port chain in 5 faths. water, wind Sd. & snow; Long Island bore NNW $\frac{1}{4}$ N, Nix's Mate N $\frac{1}{2}$ E, centre of Fort Warren ESE $\frac{1}{2}$ E; stationed crew. . . .

Jan. 13th. At 9.20 got under weigh, Wind Sd. & Wd. . . . Draft of ship 14 ft. 6 in. for., 15 ft. 8 in. aft. . . . Dist. 186 miles. . . .

Jan. 16th. . . . Temp. of air from 52° to 66° , Water from 71° to 68° . Cruising and keeping a bright look-out for sails, wrecks, driftwood, etc. I have the order to be acting 3rd. Leiu. of the ship.

Jan. 17th, 1854. Strong breezes from the Wd. Boarded the U. S. Mail steamer Alabama, from New York the 6th inst., in search of the missing steamer San

Francisco, having made a transverse course from New York to these latitudes. Lat. $35^{\circ} 20'$ N, Long. $62^{\circ} 17'$ W. . . .

Jan. 20th. . . . Spoke English Steamer Orinoco bound to England from St. Thomas. . . .

Friday, Jan. 27th, 1854. Fresh trade winds from E to ENE. Standing through the Anegada passage at 2.30 P.M. Island of Tortola bearing west, Dist. 30 miles. . . .

Saturday, January 28th, 1854. Fresh trade winds from E to ENE at 8, standing in for Bird Island at 10, exchanged numbers with Flag Ship Columbia at 10 h. 50 m., came too in harbour of St. Thomas at 4 h. 30 m. P. Mer. Owing to the virulence of the Cholera raging in St. Thomas, got under weigh and stood for Santa Cruz. At 10 H 30 M P.M. came too off Frederickstadt in 10 faths. of water. . . .

Sunday, Jan. 29th. Exchanged salutes with the Fort at Frederickstadt.

Febr. 1st, 1854. At 8 h. 30 m. got under weigh standing for Sail Rock passage; at sunset Sail Rock bore per compass N $\frac{1}{4}$ E, Dist. about 8 miles; at midnight St. Thomas light bore N $\frac{1}{2}$ E, Dist. 12 miles; laying off and on all night. . . .

Febr. 3rd. Moderate trade winds. Dist. per Log 208 miles. Lat. $21^{\circ} 28'$ Long. $67^{\circ} 19'$ W. Current S 23° E, 19 miles. . . .

Febr. 8th. Fresh winds from Sd. & Ed. Dist. per log 232 miles. Lat. $28^{\circ} 18'$, Long. $71^{\circ} 50'$ W. . . .

Febr. 11th. Mod. winds from Nd. & Ed. Dist. per Log 174 miles. Lat. obs. $32^{\circ} 44'$ N. Long. C. $76^{\circ} 48'$ W, in Gulf stream. Temp. from 72° to 75° .

Febr. 14th. We anchored last evening in Lynnhaven

and again this morning in the upper part of Hampton Roads, the last few days having encountered head winds.

Feb. 15th, 1854. We made fast to the Buoy off the Naval Hospital, Norfolk, this evening.

March 1st, off Navy Yard, Gosport, Virginia. We have been lying off the Yard for the last twelve days, employed in setting up rigging, painting and general overhaul, and putting things in order which no time was afforded to complete in Boston before sailing. Some doubt still continues as to our final destination, we being kept in daily readiness for sailing, awaiting the Secretary's decision.

April 16th. We hauled down from the Navy Yard off the Naval Hospital on the 12th. The time since then we have been constantly under sailing orders and therefore unable to leave Norfolk even for a couple of days. I have been several times to see Col. De Russy and family during this time, and have made many pleasant acquaintances in Norfolk; the usual routine of service on board of a Man of War in harbour has filled up the monotony. We have a new 1st Lieut., Mr. Middleton.

June 17th, 1854. We sailed from our anchorage off the Hospital, Norfolk, on Wednesday 14th inst. after a long and most extraordinary delay of four months, during the whole of which time we have been in a perfect state of uncertainty as regards our time of sailing and our destination. I have made every effort to be detached from the Pacific Squadron but without success. I shall make further efforts to be detached at Rio and ordered to the Brazils.

Friday, June 16th. We sailed this morning from

Hampton Roads bound to Rio Janeiro. The last two months have been passed very pleasantly in a variety of ways, more particularly in ladies' society in Norfolk, among whom I have found many very agreeable and pretty. Passed Cape Henry light at 8.30 A.M. Dist. 4 miles, bearing SSW. Dist. per Log, 48 miles. . . .

June 17th. Exercised both Batteries by firing at a wreck discovered near us; fired 52 round shot. . . .

July 16th. *Remarks.* In running from Norfolk in the months of June or July would recommend, after leaving Cape Henry, to shape our course for the Gulf and make easting *even if* obliged to make northing, as it is above all things desirable to strike the NE trades so as to be able to cross the line in 30° West Long.—say try and strike the trades in about 30° North Lat. and about 40° or 42° W Long.—if possible, run due South from Long. 43° West and take the chance of the SW monsoons; the above is the most desirable route in these months from Norfolk to Rio Janeiro. . . .

August 3rd. Wind SE to SSE pleas. Lat. Obs. 1° 04'. Current N 85° W 40'. Exercised at General quarters, fired one round shot. . . .

August 5th. SE to SSE wind, pleas. Lat. obs. 2° 44' S Lg. C 31° 58' W. Current N 80° W 17' (at midnight August 5th the Island of Fernando De Noronha bore: Eastern edge ESE, Western edge SE by E, Dist. 11 and 7 miles). . . .

Aug. 9th. Wind SE. to SSE½E, pleas. Lat. Obs. 6° 47' S Lg. C 34° 43'. Dist. per log 113'. Current N 48° W 38'. Working along the land in the day and standing off at night for the last days. . . .

Aug. 14th. . . . Sounded in from 12 to 20 fathoms, hard bottom (coral). . . . At meridian of the 14th Pernambuco bore NW by N 11' Dist.

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Aug. 15th. . . . At sunset cape St. Augustin bore N 85° W dist. 8 miles.

Aug. 16th. Wind S by W to S by E. Lat. Obs. 8° 19' S. Lg. C 34° 40'. Current N 58° W 1' 6" knots per hour, dist. per log 117'. . . .

Aug. 17th. . . . Every day since the 6th Whales, mostly sperm, have been sighted close to the ship.

Aug. 25th. Pleas. Wind NNE. Made 11 Knots, wind on the quarter, the greatest speed made yet. . . . Dist. per log, 211 miles.

Aug. 26th. . . . At 8 P.M. Cape Frio WNW $\frac{1}{2}$ W.

Aug. 27th. . . . At 3 P.M. anchored in the harbor of Rio De Janeiro in 15 faths. of water; found the U. S. Frigate Savannah at anchor. Total Distance sailed per log from Norfolk, Va. to Rio De Janeiro, 7478 miles—72 days and 6 hours, 53 days of which beating against unfavorable winds.

Sept. 21. . . . U. S. Steamer Massachusetts towed us out of the harbor. . . .

Sept. 23rd. Fresh gales, from ESE. . . . Lat. Obs. 25° 23' S Lg. Chron. worked back from 4 P.M. 45° 03'. Strong SW current & drift. Lost sight of U. S. Steamer Massachusetts. . . .

Oct. 12th. . . . At 4 Cape Virgin (coast of Patagonia), entrance to the straits of Magellan, bore South, Dist. 12 miles. . . . Total distance per log from Rio 2220 miles.

Oct. 13th. At 10 A.M. stood in by Cape Virgin, sounding in from 10 to $19\frac{1}{2}$ faths. bottom dark gray sand & blue sand; at Mer. Cape Virgin bore NNW Dist. 3 miles, light airs from N & Nd. & Wd. steering S by W, found tide about 4 knots, running for Pt. Dungeness.

Oct. 14th. Sounded every 15 minutes in from 20 to

44 faths. (mostly 40 fath.), bottom blue sand and grey sand. Pleas. & cloudy; wind from Nd. & Ed., Sd. & Ed. light and latter part fresh from SW. . . . Standing along northern shore from Pt. Dungeness through Possession Bay. . . . Anchored in 28 feet at Meridian with Stream anchor 40 faths. cable, at 2.30 got underweigh & stood through the 1st Narrows with flood tide, standing along the straits for cape Gregory; at 9 P.M. came too with Port anchor & 50 faths chain. Rainy, wind variable; in 16 faths, sandy bottom.

Oct. 15th. . . . At 2 P.M. got underweigh and standing through the Straits for Gregory, steering at SW $\frac{1}{2}$ W & WSW; sounded in from 10 to 18 faths., rocky and sandy bottom. At 5 P.M. anchored in Gregory Bay in 17 $\frac{1}{2}$ faths. of water; sent down the T. Glltyards. . . .

Oct. 17th. . . . Fired at target with the great guns; found plenty of snipe, plover and wild Ducks on shore.

Oct. 18th. Clear fresh wind from the Sd. & Wd.; got underweigh and stood through the 2nd Narrows; freshening to a gale returned to Gregory Bay, anchored and got the ship snug.

Oct. 19th. . . . Got underweigh, with the flood under close reefed Topsails, staysail & courses, working through the 2nd Narrows; at 10.30 anchored in Royal Road, . . . Cape St. Vincent bearing E $\frac{1}{2}$ S per com. Pt. Gracia NE by E $\frac{1}{2}$ E, Sylvester Point S by E $\frac{1}{2}$ E; average Temp. of air 40°. . . .

Oct. 23rd. . . . At 7.45 A.M. got underweigh under the top sails, courses, jib & spanker & stood to the Sd. & Ed.; at 10.20 A.M. came too under the NE end of Elizabeth Island. . . .

Oct. 24th. . . . Standing through the straits; at 5.40 P.M. came too in Laredo Bay. . . .

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Oct. 25th. . . . At 6.30 P.M., anchored in Catalina Bay under Sandy Pt. [Punta Arenas]. . . .

Oct. 27th. . . . Got underweigh & stood for Chili settlement; at 5.28 came to off the Chili settlement. . . .

Oct. 28th. . . . 1st & 2nd cutters employed wooding & watering ship at anchor, Chili settlement. Ther. 38° to 46° .

Oct. 29th. . . . Saluted the Governor of the settlement with 13 guns. . . .

Novbr. 1st. . . . At 11.45 anchored in Port Famine in 15 faths. of water. Ther. from 44° to 49° . Wind failing, sent stream anchor ahead and roused ship up to it. Barometer 30 in. 00'' to 30 in. 16''.

Novbr. 2nd. . . . Employed in watering ship, found some bituminous coal on the Island. . . .

Novbr. 3rd. . . . Found here the frames of buildings erected by a former settlement who were attacked and partly massacred by Patagonians; a grave yard and other evidences of having been inhabited. . . .

Novbr. 4th. . . . At 8.50 got underweigh beating up for St. Nicholas Bay. . . .

Novbr. 6th. . . . Beating up by Cape Froward.

Novbr. 7th. . . . Beating up for Cape Holland, at 4.35 P.M. came too in Snug Bay. . . .

Novbr. 8th. . . . Beating up from Cape Holland, at 5.10 P.M. anchored in Woods Bay. . . .

Novbr. 10th. Fresh gales from the Wd. and squally, working to the Wd. At 2.30 P.M. anchored in Fortescue Bay in $7\frac{1}{4}$ faths., sandy bottom; sailed since leaving Rio here 2660 miles. . . .

Novbr. 16th. Heavy squalls of wind with rain; got underweigh & beat to the Wd.; not gaining, returned to Fortescue Bay. . . .

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Novbr. 18th. . . . Got underweigh; failing to make to the Wd. returned to Fortescue Bay. . . .

Novbr. 19th. Squally with rain from the Wd.; tried again but failed to gain; returned for the *fourth time* to Fortescue Bay. . . .

Novbr. 21st. . . . Ran up to Borja Bay. . . .

Novbr. 22nd. Cloudy & squally from W to NW, employed watering & wooding ship. Ther. 41° to 48° , Barom. 29.12 to 30.14.

Novbr. 23rd. First part light airs & pleasant, latter part squally from the Nd.; got underweigh beating to the Wd. Ther. 41° to 54° Barom 29.43" to 29.88".

Novbr. 24th. Squally and sometimes *heavy squalls* from WNW to West; wore ship & run to York Roads; anchored in 3 fathoms, shifted berth to 9 faths sandy bottom. . . .

Sunday, Novbr. 26th. 1st part fresh winds from the Nd. & Wd., working through long reach at 4 A.M. Struck by a very heavy squall put the ship before the wind under double reefed Foresail & F. Topmast stay-sail, blowing a heavy gale from the Wd. At 6.45 anchored in York Road in 8 faths. . . .

Decbr. 2nd. From Novbr. 26th to present date, fresh winds with heavy squalls (from NW to WSW) accompanying with snow and rain, occasionally lulls with the tide setting to the Ed., blowing fresh with the westerly current; mean average of Ther. at noon 44° to 49° , morning 38° to 42° . Barom. 29 in. 19" to 29 in. 91".

Decbr. 2nd. From date inclusive to Decbr. 8th. Squally and fresh winds from the WSW to WNW, with rain and occasional squalls of snow. Find the anchorage at York Road evidently affected as regards wind and current by Jerome Channell, the mouth of

which is about one mile to the Wd. of the Road; got wood for ship, not so good as at Port Famine; hauled the Seine in the river near the first Island, caught plenty of mullet weighing from 1 lb. to 8 lb.

Dec. 9th. . . . Worked up for Borja Bay with the tide setting to the Wd.; anchored at 6.30 in 12 fathoms (found within ten feet of shore $3\frac{1}{2}$ faths water), 60 faths. chain, a kedge & hawser on Port bow; observed 19 tides setting to the Wd. and 18 tides setting to the Ed., the mean of which gave the duration of westerly tides 6 h. 7 m. the duration of easterly tides 6 h. 34 m. . . .

Decbr. 12th. Strong winds from the Wd. squally with rain; got underweigh & tried to beat to the Wd.; not making anything at 4 P.M. anchored in Borja Bay. . . .

Decbr. 14th. Fresh in squalls from the Nd. & Wd. with rain; at 10.25 got underweigh; not gaining to the Wd. at 2.40 anchored in Borja Bay. . . .

Decbr. 15th. Heavy gales in squalls from the Wd. with rain; latter part furious squalls of wind & rain. Temp. of air 42° to 47° . Barom. 29.48 to 29.90. . . .

Decbr. 18th. Squally from the Wd. with rain; at 4.15 weighed and stood out; not gaining at 8 A.M. anchored in Borja Bay. At 12.45 made out the U. S. steamship Massachusetts; at 3.15 she anchored in Borja Bay. Temp. of air 42° to 45° . Barom. 29.18 to 29.56.

Tuesday, Decbr. 19th. . . . Employed wooding the Massachusetts. . . .

Decbr. 20th. Squally from the Wd. At 10.30 in fore of the steamer, blowing fresh; kept before it, steamer in company. 3rd cutter got adrift, the crew fearful of swamping, cut her adrift and ran for York Roads; heavy squalls, kept for Fortescue Bay. Still squally,

hove too off Fortescue Bay. 3rd cutter alongside the steamer in Fortescue Bay, hove too under short sail, all night. . . .

Decbr. 21st. Fresh from the Wd. & pleas. Working to the Wd. not being able to reach Fortescue Bay, ran for & anchored in Woods Bay. . . .

Decbr. 22nd. Light var. winds from the Wd. Working up Fortescue Bay; not being able to fetch an anchorage, came too in Cordes Bay in 6 faths. water; bottom coral, sand & shells. . . .

Decbr. 23rd. . . . Squally from the Wd.; struck six guns below on the Berth Deck. . . .

Decbr. 24th. . . . Got underweigh and stood for Fortescue Bay; at 10.40 A.M. anchored near the Massachusetts off Port Gallant in 10 faths. water. . . .

Decbr. 25th. . . . The Massachusetts towed us up to Borja Bay from 6.30 A.M. to 3.35 when we came too, a distance of 21 miles. . . .

Decbr. 26th. . . . At 10.30 stood out in tow of steamship, standing to the Wd.; at 3.30 squally & not gaining, the steamer cast off; was obliged to run back to Borja Bay where we anchored in 17 fathoms of water at 8 P.M. . . .

Decbr. 27th. . . . At 8.15 A.M. the Massachusetts stood in and anchored; employed wooding the Massachusetts. . . .

Decbr. 31st. Borja Bay. . . . At 1.30 stood out in tow of the U. S. Steamship Massachusetts, at 2.45 abreast of Cape Quod; standing through long reach, light airs, smooth water, in tow at 5.30 P.M. Cape Notch bore per compass North dist. 2 miles; at 8.35 anchored in Playa Parda. . . .

Playa Parda, Jan. 1st, 1855. Mod. & light winds

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from Nd. & Ed. to Sd. & Ed. with light rain. Temp. of air 48° to 55°, Barom. 29.68".

January 2nd. . . . At 5.30 A.M. stood out into the strait through Long reach in tow of the steamer. In sea reach Cape Providence 2 pts for. of the starbd bow and Cape Tamar WNW, dist. 11 miles; standing the straits in tow. . . .

January 3rd. Harbor of Mercy, coast of Tierra del Fuego, western entrance of straits. . . . At 6.20 A.M. we anchored in Harbor of Mercy in 11 faths. bottom sandy, veered to 50 faths. . . .

Thursday, January 4th, 1855. . . . At 5 got underweigh in Tow of the Massachusetts; at 8 A.M. Cape Pillar bore per compass ESE, Cape Victory North; made sail at 5.30, the steamer cast off. Was appointed acting master of the ship. . . . Have been *eighty three* days in the straits and 105 days out from Rio.

January 5th, 1855. At sea, . . . the steamer in company. . . .

Jany. 16th. . . . At 3.44 P.M. high land dis. ahead; at 10.40 P.M. dis. a light on Angeles Pt.

Jany. 17th. . . . At 4 A.M. stood in for the light; at 7 A.M. anchored in Valparaiso harbor, near U. S. frigate St. Lawrence in 25 faths. of water; . . . (note) must be careful to place anchors wide apart and to put on mooring swivel. . . . At sea Friday; total distance sailed from Rio De Janeiro to Valparaiso 5073 miles.

Jany. 26th. Bound to the Sandwich Islands. We have been ready for sea since the 23rd, but could not get our anchors, having moored too slack and dragged to fouled hawse. Lost 12 men by overstaying liberty; filled up with water & provisions. . . . At 10 in tow of flagships' (both English & Americans) boats; at 10.15

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wind sprung up from SW, cast off, stood out at 11. Light House on Angeles Pt. bore per com. S 31° E. Ship's Draft 15.3 aft, 15.5 for.; proper draft of ship is 16 inches by the stern. . . .

Febr. 17th. . . . At 10 A.M. crossed the line in 117° 29' west Long. . . .

March 8th. . . . Lat. of Honolulu harbor 21° 18'. Long. 157° 53'. By Beechy 157° 58', by Raper, 157° 55'. From Valparaiso to Honolulu sailed per log 5656 miles, total distance logged 22449 miles. At 1.30 anchored in 5 faths. of water, 30 faths. chain, moored with 45 on starbd. and 30 faths. in port cable. At anchor harbor of Honolulu, Sandwich Islands (Island of Oahu) from March 8th to June 1st. Arrived March 9th, H.B.M. Sloop Dido; April 9th, H.B.M. Arctic ship Rattlesnake with stores; arrived April 11th, H.B.M. Frigate President; April 14th, H.B.M. steam sloop Brisque; April 17th, French Frigate Alceste, 54 guns; April 22nd, H.B.M. 36-gun Frigate Pique; May 9th, H.B.M. Frigate Amphitrite, also French Admiral's Frigate La Forte; May 12th, French Brig of war Obligado; May 19th, the French Sloop of war Eurydice; May 24th, arrived H.B.M. Line of Battle Ship Monarch, 42 days from Valparaiso.

June 1st. Got under weigh and stood for the Island of Kauai, in search of the missing ship New World.

June 2nd. Arrived at Waimea, Kauai.

June 3rd to June 6th. Working back for Honolulu.

From June 6th to June 23rd. At anchor in Honolulu Harbor.

June 23rd. Got under weigh for San Francisco; ran to leeward of the Island of Oahu, standing to the Nd. through the trades. . . .

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June 25th. . . . Trimmed ship by stern 12 inches; sails very much better. . . .

July 18th. Off Vancouver's Island running for straits of Fuca, underway all night, light wind, ebb tide running about 9 hours, flood about 4 hours, barely holding our own.

July 19th. At 4.50 P.M. anchored in Port San Juan, on Vancouver's Island, in 10 fathoms of water, hard bottom, fine roomy Bay, good anchorage and good water. Many indians; settlement of traders for Hudson Bay company.

20th. At 9 A.M. left Port San Juan; at 8.25 came too off Wilson's point, wind failing, tide setting ebb, in 11 fathoms sandy bottom; off Dungeness found a tide of about 5 knots.

21st. At 3 anchored off Port Townsend in 16 faths. clayey bottom, good anchorage; could not water, but good water 3 miles above.

23rd. Ran over to Whidbey's Island, anchored . . . within 300 yards of shore. Exercised with great guns at target on the beach, put *23 shots into a log 22 feet long out of 41 discharged*; capital firing. No good watering place.

24th. Anchored at Port Townsend.

July 28th. At 5 A.M. got underway working down against a westerly wind.

July 30th. 7 P.M. anchored in Near Bay [Neahbay] in 10 faths. bottom grey sand. Near Bay is on the southern side and near the entrance of the straits of Fuca; it affords good shelter, excellent anchorage, plenty of wood and water, and abounds in Salmon caught with ease and in abundance by the indians. Exercised at a Target with the great guns.

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August 2nd. At 6.50 got underway, wind light, tid-
ing out of the straits with the ebb. . . .

August 6th. . . . At 2.45 came too in harbor of San
Francisco. . . . At 12.40 recd. a pilot about 3 miles
outside the heads. Dist. sailed from Near Bay Strs. of
Fuca 727 miles, total Dist. sailed 27161 miles. . . .

August 11th. From 6th inst. to date, at anchor off
San Francisco. At 11.30 A.M. got underweigh under
T Gllt. sails and stood up the Sacramento river; at 2.15
anchored off Navy Yard, Mare Island. . . .

From August 11th 2.15 P.M. to August 29th inclu-
sive, at anchor off Mare Island, employed caulking,
provisioning, refitting & painting ship.

August 30th. . . . Off Navy Yard, Mare Island. At
4.45 A.M. we got underweigh, at 5.10 ship drifting
astern with tide, let go starbd. anchor, at 5.15 ship stuck
on muddy bottom, at 12.10 washed off with flood tide,
at 4.30 hauled into Navy Yard, anchored in 6 faths.

August 31st. At 4.07 P.M. got underweigh and com-
menced working down for San Francisco, at 8.25 P.M.
anchored between points San Pedro & San Pablo, Sacra-
mento River, in 9 faths., at 11.30 Flood-tide made.

Septbr. 1st. At anchor off San Francisco. At 6.10
A.M. got underweigh, beating down for San Francisco,
at 10 m. past meridian, anchored at the entrance of
Raccoon straits. Flood having made, at 2.45 weighed
and stood for San Francisco, at 3.30 came too off San
Francisco in 8 faths.

From Septbr. 1st to Septbr. 7th. At anchor off San
Francisco.

Septbr. 7th. At 11.20 got underweigh under TGllt
sails, working out of San Francisco Bay; at 5.30, Flood
making, anchored in 7 faths. of water; . . . at 11.20
P.M. got underweigh and stood out to sea. . . .

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Septbr. 10th. . . . At 5 P.M. exchanged signals with the U. S. Frigate (Flag Ship) Independence, saluted and communicated with the Commodore. . . .

Septbr. 25th. Cloudy fresh & mod. winds from the Ed. Working up for Cape Classet, dist. 111.

Septbr. 26th. Working up for Near Bay and in the straits of Fuca; latter part, working up for Port Townsend.

Septbr. 27th. Anchored off port Townsend; total distance sailed 29724 miles.

Octbr. 4th. Ran up to Seattle, anchored in Seattle Bay at 1.15 P.M.

From 4th to 15th. Anchored in Seattle Bay.

Octbr. 15th. Indian hostilities commencing, supplied arms to volunteers from ships.

Octbr. 16th to Novbr. 20th. Anchored off Seattle Town, moored head and stern, guns shotted, loaded with grape, shell & cannister, and trained. Block House at Seattle garrisoned and everything on the *qui vive*, to repel an Indian attack. Frequent exercise with great guns and small arms at target practice.

Novbr. 23rd, 1855. The Indian war becoming of a more formidable and serious nature, upon the urgent requisition of the comdg. officer of the Military district of Puget Sound, I was ordered or rather detached for field duty with the army and appointed as aide de camp and adjutant of the regular forces about the sound and in the country fighting the Indians. My first duties were preparing and sending pack animals with provisions for the troops on the other side of the Puyallup and making myself generally acquainted with my new duties & as useful as possible.

On the 27th, Lt. McKeaver of comp. M, 3rd Artillery, took out a detachment of 25 men to reinforce Lt.

Slaughter's command at Semmons between the Puyallup and White rivers. Lt. McKeaver on his return reported that Lt. S's camp was surrounded by 200 Indians, who were firing during the night at the camp & who had killed one private who was in the act of getting water from the spring. By order I at once despatched an express to Capt. Hays' Company of mounted volunteers, some 80 strong, with orders to move to Bradley's, some 12 miles from Fort Steilacoom and on the trail to the Puyallup River, and await the arrival of Capt. Keyes and myself, early on the morning of the 29th. With an escort of 10 regulars and five pack animals on the morning of the 30th, as soon as Hays' mounted command arrived at Bradley's with a command of about 85 mounted men and some pack animals, during a heavy rain with the roads in a heavy state we made a forced march of 14 miles to the Puyallup River. At times the horses were nearly belly deep with mud and mire. We sent an advanced guard of ten men to scout, and driving the pack animals with the main body as we passed through thickest swamps and sloughs, which from the report of the scouts were ambushed by Indians, the command were constantly on the alert, one hand upon the trigger of their guns, dismounted at the worst places. On arriving at the river bank I spread the command along under cover, sending a few men across to communicate with Lt. Slaughter. Finding his camp fortified and he in possession of 18 days' rations and he expressing himself able to hold his position and not being in need of reinforcement, so soon as the men recrossed the river, it being deep, rapid and very much swollen, two men being dismounted in fording and nearly drowned, we returned to Bradley's, camping

there that night. Slaughter has 80 regulars and 25 volunteers under his command. Our command has made a forced march of 29 miles over a terrible trail, it being impossible to obtain fodder for the animals except at Bradley's. It requires but a glance at the country, means of communication and the difficulties with which an officer must contend with in conducting an expedition against hostile indians at this season and in this latitude, to appreciate & understand its difficulties.

Decbr. 1st. Returned with the command to Fort Steilacoom.

Decbr. 2nd. Went on a scout with 18 men to Nisqually.

Decbr. 3rd. Reconnoitring & scouting Nisqually Prairie.

Decbr. 4th. Took out a command & left a garrison of 12 men at Nisqually Hudson Bay Station.

Decbr. 5th. Scouted to Montgomery's on the Puyallup trail.

Decbr. 6th. Employed in preparations to take the field against the Indians as an express arrived from Lt. Slaughter.

Decbr. 7th. Went to upper and lower Steilacoom, scouting the woods, a canoe arrived bringing news of an attack by Indians upon Slaughter's camp by Pupshulk Prairie by large body of Indians. Lt. S. shot through the heart, two Corporals, 1 Private killed, 5 severely wounded. Prepared to send assistance to Lt. S's command; sent express to Hays' command.

Decbr. 8th. Scouted the prairies with a small command.

Decbr. 9th. Buried Lt. S. Accompanied Capt. Maloney's command to Bradley's; returned to garrison.

Decbr. 10th. Visited garrison at Nisqually, sent orders to Hays' command to go the relief of Slaughter's late command, returned from inspecting Nisqually garrison.

Decbr. 11th. Went to Steilacoom, purchased a boat, mounted it on wheels, packed it with provisions for transport to & across the Puyallup with a coil of rope for crossing, sent it to Capt. Maloney's with an escort of nine men.

12th. Sent provisions to Hewitt's camp.

Decbr. 13th. Visited the post at Nisqually. Rec'd an express from Hays' camp; he was making a forced march, has been obliged to dismount his command for want of forage, has succeeded in destroying a large quantity of indian provisions.

Decbr. 14th. Reconnoitred the lower trails leading to the Puyallup; established a post of 14 men in a log barn on the lower trail to the Puyallup near Morrison's.

Decbr. 15th. Reconnoitred the plains with escort for indian trails.

Decbr. 16th. Went to Steilacoom, hired a sloop and shipped 10 days' rations to Hewitt's command. Capt. Maloney & Capt. Hays brought in command from Morrison's with 34 animals.

Decbr. 17th. Steamer Active arrived, bringing [news] of the Decatur having got on shore, so badly injured that she must be hove. Took an escort mounted and scouted the plains; visited the different posts.

Decbr. 22nd. Rec'd orders to join the Decatur; have been the last five days busily employed on various duties.

Decbr. 23rd. Rejoined the Decatur, Comdr. Gansevoort in command. Found the ship dismantled, hauled

up on the beach alongside of Yesler's wharf at Seattle. From this date to January 23rd, 1856, actively engaged in repairing ship, garrisoning town in constant expectation of an attack from hostile Indians, having on board at night some forty or fifty women & children.

On the morning of the 26th January, after having been in charge of the outskirts of the SE end of the town for some days with two divisions from the ship, for several nights I had heard and seen indians prowling in neighboring forests, we were just embarking to go on board to breakfast when the alarm was given that the indians were attacking in force the town. I moved with my command at double quick with arms at a trail, hammocks on their shoulder, keeping them in rear of trees and houses as much as possible. Gained my old position about 8.20, just in time to have the indians open from the rising ground and forests on the opposite [side] of a swamp of about 200 yards wide a smart fire. By this time I had occupied a hen coop with half of my men, each man having his hammock in front of him with orders not to fire until the Indians shew themselves. A woodshed in rear of the hencoop with a hayloft above it I occupied with my men who had rifles. By this time a howitzer had come up and the woods for some two miles in extent were literally filled with Indians, I think at the least calculation numbering some 700 or 800, the woods ringing with their yells and firing. The fight began to get pretty warm, one man near my post shot through the temple. I charged out several times to draw the fire from the Indians, leaving a portion of my command with rifles to shoot at the Indians; in this [way] killed three from our post. About this time standing side of my men with spy glass directing

them, one musket [ball] went through my blanket between my arm and heart, another knocked the nipple off the musket of the [man] next too me. Our post was nearly riddled with balls. As yet I had no breakfast. About one o'clock while entering a house a few feet in the rear, a ball passed over my head, through the door, through the partition of the closet, and rolled back at my feet. I turned, got a sight with my rifle, and think I knocked over an Indian over on a log, loaded, got something to eat and got back just in time to find some of my men half way down the swamp, firing away at the indians. I rushed after, called them back and got them behind some stumps just in time to escape a heavy volley from a large body of indians. We had all this time the ridge of the town opposite the woods lined with our ship's company, about 90 in all, firing at the Indians, stealing towards and keeping them at bay. About 3 o'clock, ordered to fall back, concentrate, and cover the embarkation of the women & children to the ship; fell back, concentrated under a hot fire, opened the howitzer and our musketry upon the Indians. As soon as all were embarked, left our Marines in the only blockhouse, returned to the [ship] and opened our big guns with shell and round shot wherever any indians appeared; drove them from the rear of the town and fired at intervals wherever they lighted fires. Saved the houses and property of the town; lost two killed, the Indians lost 30 killed and 35 wounded; they burned the farmhouses up the Duwamish river and the outlying settlements.

Jan. 27th. Employed in garrisoning and fortifying the town from this date up to Febr. 24th, when the U. S. steamer Massachusetts arrived from San Francisco.

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The officers and crew of the Decatur were actively employed running a line of breastwork the whole extent of the town, building two Blockhouses, clearing away the stumps for the howitzer to run, felling heavy timber and clearing the woods in rear of the town and doing garrison duty.

This continued with me until the 29th of March when the U. S. Steamer John Hancock arrived and I was ordered as first Lieutenant and joined her the same day. U. S. Steamer John Hancock, propeller, with 2 oscillating engines of 70 horse power, length overall 151 feet, beam 22 ft., draft at load line 12 ft. 8 in. aft, 11 ft. 2 in. for., 500 tons displacement, battery 1 heavy 24 pd. Dahlgren howitzer, 2 heavy 12 pd. do., one light 12 pd. do., 100 stand of arms, pistols and cutlasses in proportion; full barque rig, four boats; complement, officers and men, 73. Found the ship in great disorder, everything about her, except her engines & boilers, as she came from Ringgold's exploring expedition, she having been hurried down from the Navy Yard, Mare Island, to come up to the scene of Indian hostilities.

April 1st. 2 h. 10 m. P.M. left Seattle, came too off Olympia 11 h. 30 m. P.M.

April 2nd. Left Olympia 11 h. 30 A.M. . . . came too off Port Gamble 2 h. 20 m.

April 3rd. . . . Anchored at Port Townsend 9 h. 20 m., left 11 h. 20 m., anchored in Esquimault harbor, Vancouver's Island, at 4 h. 20 m. P.M.

April 5th. Left Esquimault at 5 h. 15 m., anchored in Bellingham Bay 5 h. 30 m. P.M. Bellingham Bay, a coal mine newly opened, coaled ship. . . .

April 7th. Left Bellingham Bay 11 h. 15 m., anchored in Port Townsend.

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April 8th. Left Port Townsend at 1 h. 15 m. chasing Northern canoes. Anchored above Wilson's point; sent Launch, myself in charge, captured two canoes, brought them alongside. 2 P.M. got underweigh anchored at Protection Id. 7 h. 10 m. P.M.

April 9th. 5 h. 15 m. A.M. got underweigh, at 5 h. 50 m. stopped at Dungeness roadstead, weighed at 6 h. 30 m., anchored at Port Townsend, left at 10 h. 30 m. P.M.

April 10th. Anchored at Holmes Bay 6 h. 45 m. A.M.; left 1 h. 15 m., came too in Seattle at 7 h. 35 m. P.M. During the foregoing cruise visited every place where there was an Indian reservation or white settlement, driving all northern Indians out of the Sound and keeping a sharp lookout for hostile Indians.

April 12th. At 10 h. 25 m. P.M. sailed for Olympia with a prisoner, an Indian.

April 13th. At 6 h. 45 m. A.M. anchored below Olympia, at 4 h. 10 m. left; arrived at Steilacoom 7 h. 15 m.

April 14th. Left Steilacoom 2 h. 20 m. A.M., anchored at Seattle 6 h. 40 m. A.M.

April 18th. Sailed at 9 h. 10 m. A.M. from Seattle, arrived at Steilacoom 2 h. 20 m. P.M.

April 19th. Rec'd on board a detachment of U. S. Troops, 9th Regiment of Infantry, for transportation; left Steilacoom 1 h. 45 m. P.M., arrived at Seattle 6 h. 55 m. P.M., left for Port Madison 7 h. 15 m., anchored off Port Madison 9 h. 25 m.

April 20th. Left Port Madison 10 h. 30 m. A.M., arrived at Seattle 12 h. 10 m. mer., left Seattle 5 h. 50 m. P.M., anchored in Port Townsend 10 h. 40 m.

April 21st. Left Port Townsend 1 h. P.M., arrived

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at Port Madison 6 h. 10 m. P.M.; 8 h. 25 m. left, anchored at Seattle 10 h. P.M.

April 27th. Left Seattle at 2 h. 15 m., anchored in Steilacoom 7 h. 25 m. On this passage while exercising at great guns, one of the quarter deck ran over my foot, disabling me for some time.

April 28th. Left Steilacoom at 6 h. A.M., anchored at Fort Nisqually 7 h. 25 A.M., left 11 h. 20 m.; at 5 h. 20 m. arrived Port Madison, stopped 55 minutes, anchored in Seattle at 8 P.M.

From 28th April to May 5th. At anchor on Seattle Bay overhauling engine, wooding & watering ship.

May 5th. At 6.20 got underweigh with some Indian prisoners, at 3.55 P.M. anchored off Olympia.

May 6th. At 7.45 A.M. left Olympia, at 10.40 A.M. anchored off Steilacoom.

May 7th. Drove one of the Islands for deer with ship's company; at 6.40 P.M. anchored in Seattle Bay.

May 8th. At 9 left Seattle, at 2 P.M. stopped off Steilacoom, at 3.45 P.M. anchored off Fort Nisqually.

9th. Left at 7.45, cruising for hostile indians; at 5.55 P.M. anchored off Seattle.

May 11th. At 4.15 left, visited Port Orchard, Port Madison and Port Ludlow, also Port Gamble; at 6.55 P.M. anchored off Port Townsend, visiting all the Indian reservations.

May 12th. At 10 A.M. left Port Townsend, at 1.45 anchored in Dungeness Bay; inspected reservation.

May 13th. At 20 m. past Midnight left Dungeness, steamed across the straits of Fuca; at 6.30 A.M. anchored in Esquimault Bay, Island of Vancouver.

May 14th. At 3 A.M. left and 12.15 P.M. anchored in Bellingham Bay, coaling ship. . . .

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May 17th. . . . Visited Penn's Cove & Holmes Harbor and at Midnight anchored in Seattle Bay; employed wooding & watering ship, painting, also in drilling crew with small arms, and at the great guns.

May 27th. At 5.30 A.M. rec'd on board a detachment of troops; at 10.15 A.M. landed the detachment of Troops at Steilacoom. . . .

At 3.30 A.M. 31st, anchored off Holmes Harbor, inspected reservations, cruising after hostile indians, at 5.30 A.M. left, boarded several vessels, at 2.30 P.M. anchored off Port Townsend.

June 1st. 6.40 A.M. left and at 1.30 P.M. anchored off Seattle, wooded & watered ship at 6 A.M.

June 2nd. Got underweigh with the U. S. Ship Decatur in tow, at 3.30 P.M. parted the Decatur's hawsers in a heavy tide. . . . At 5.30 P.M. cast off the Decatur & anchored in Port Townsend.

June 3rd. At 5.35 A.M. took Decatur again in tow, at 9.05 P.M. cast off Decatur, anchored in Port San Juan, Vancouver's Island, having towed her 84 miles under steam.

June 4th. Left Port San Juan at 7.20 A.M. with Decatur in tow, at 11.10 A.M. cast her off outside of Cape Classet, at 11.45 made all sail, cheered the Decatur, and stood into the straits of Fuca.

June 5th. At 7.15 A.M. anchored in Bellingham Bay, employed caulking spar deck, repairing Launch and coaling ship.

June 8th. Left Bellingham Bay at 4 A.M., at 2.20 visited Port Townsend, at 3.40 left, at 7.45 P.M. visited Port Gamble, at 8.25 A.M. left.

June 9th. At 4.15 A.M. visited Penn's Cove, at 5.20 A.M. left, at 7.20 anchored in Holmes Harbor, at 11.10 A.M. left. Engines working with one boiler, at

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4.35 visited Port Madison, at 5.20 left, at 7.20 anchored in Seattle Bay. Wooded ship, exercised the crew at target firing with rifles, at great guns, and with the Launch's Howitzer.

June 14th. At 25 minutes past Midnight left Seattle, at 1.45 P.M. anchored in Utsaladdy Bay, landed with all the boats armed and captured two Indians, wounding one in the right shoulder.

June 15th. At 6.20 A.M. left, at 8.20 visited Holmes Harbor, at 1.35 P.M. anchored in Seattle Bay, wooded ship, employed in exercising crew at small arms, target firing and at the great guns.

June 21st. At 5.30 A.M. left Seattle, visited Steilacoom and at 4.05 P.M. anchored off Olympia.

June 24th. At 12.26 P.M. took steamer May Queen and 5 canoes in tow, left, at 5.30 P.M. anchored off Steilacoom.

June 25th. At 1 P.M. left and 5.35 anchored in Seattle Bay, wooding ship, drilling men.

July 3rd. At 4 A.M. left Seattle, towed down the Sound some northern canoes, arrived at Bellingham Bay at 5.30 P.M.

July 4th. Dressed ship, read the Declaration of Independence to the crew.

July 7th. Employed drilling crew at great guns and at small arms; at 3.15 A.M. left Bellingham Bay, at noon anchored in Esquimault harbor.

July 8th, 1856. At 4.27 left, at 9 anchored off Port Townsend.

July 9th. Visited Port Gamble.

July 10th. Took 13 canoes in tow, of northern Indians, and cast them off off Victoria harbor; at 9.12 P.M. arrived at Seattle.

July 12th. Went to Port Townsend, at 4.20 left, at

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6.30 in Foulweather Bay, I (Leiut. Dallas) left the ship with whale boat, two canoes, 10 seamen, Curley (Indian chief) and five of his tribe, also seven marines; at 4 P.M. surrounded Port Ludlow and arrested a deserter from the Decatur.

13th July. Returned to Seattle; employed drilling crew & wooding ship.

July 16th. Went to Port Townsend.

17th. At 4.50 P.M. arrived at Bellingham Bay.

18th. At 3.15 A.M. left, at 3.20 P.M. arrived at Nanaimo in the Gulf of Georgia. . . .

July 20th. Left Nanaimo at 5 A.M., burst a tube running with one boiler, at 9.10 anchored off Lummi Island. . . .

23rd. Visited Port Townsend, arrived at Seattle at 8.42 P.M. employed in watering & wooding ship.

July 24th. Hauled alongside of the Massachusetts steam frigate, discharged coal into her, at 5.30 left, at 10.27 arrived at Steilacoom.

July 26th. Went to Olympia.

27th. Brought Governor Stevens from Olympia to Steilacoom.

28th. Returned to Seattle.

29th. Wooded & watered ship, at 4 P.M. left.

30th. At 1.20 arrived at Port Townsend, visited Dungeness Bay; at 8.50 arrived at Bellingham Bay, employed coaling ship.

August 4th. At 4 A.M. left, reconnoitred Point St. Francis, communicated with Port Townsend, at 8.45 anchored off Seattle, employed wooding & watering ship & getting ship ready for Sea. Rec'd on board the remains of Mr. Charles Francis, late Capt. Clerk of the U. S. ship Decatur.

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August 10th. At 8.25 left Seattle.

11th. Sent down all the yards, towed Revenue Cutter Jefferson Davis to Port Townsend, standing down the straits of Fuca.

Aug. 12th. At sea; . . . sent up yards made all drawing sail. . . .

Aug. 14th. . . . Under sail & steam. . . .

Aug. 16. Mod. NW hazy; . . . at 7.40 made North Farallone Light House, at midnight made south head light, stood off and on.

At 3 A.M. Aug. 17th, Sunday, anchored off San Francisco, at 1.50 P.M. left San Francisco, at 6.30 P.M. anchored off Mare Island, preparing to transfer ship to Navy Yard.

Thursday, Aug. 21st. Hauled ship alongside the Navy Yard.

22nd. Unbent sails, unwind running gear.

Aug. 23rd. Muster all hands, paid off and discharged the crew, hauled down the pennant and put the U. S. Steamer John Hancock out of commission.

Septbr. 6th. Rejoined U. S. ship Decatur at Mare Island Dock, ship hauled off the Dock to Navy Yard wharf.

Oct. 16th. Commander Gansevoort was furloughed and left the ship.

From Septbr. 6th to Octbr. 23rd. Employed restoring and thoroughly refitting ship for sea.

Oct. 23rd. Left Mare Island. . . .

From Octbr. 24th to Novbr. 15th. Anchored off San Francisco, clear weather, winds from Sd. & Wd. & Nd. & Ed., employed shipping men & discharging old crew as their terms of service expired.

From Novbr. 15th to Jan. 4th, 1857. Off Pacific St.

wharf, San Francisco, employed shipping men, and discharging the old crews; also drilling ship's company. . . . Clear and occasional heavy squalls and short gales, frequently letting go the second anchor, latterly moored.

From Janr. 4th to Janr. 8th. Employed getting ship ready for sea.

Janr. 8th, 1857. At 11.10 got underweigh, at 12.45 passed the heads, at 5 P.M. took our departure from the south Farallone, light bearing W by S Dist. 5 miles. . . .

Jan. 27th. . . . Passed a mail steamer; employed drilling crew at great guns & small arms, rigging their spars, &c. . . .

Febr. 2nd. . . . Exercised at general quarters; high land in sight. . . .

Febr. 4th. . . . Exercised crew at great guns and broadsword exercise. . . .

Febr. 6th. . . . A volcano in sight in eruption; passed through heavy tide, its water dark green. . . .

Febr. 10th. . . . High land in sight & several volcanoes. . . .

Febr. 12th. Wind light & mod. fresh Nd. & E, pleas.; . . . ship pitching & thumping, heaving, making an inch of water per hour. . . .

March 2nd. Calm and light airs, overcast; got up and bent the chains, anchors off the bow and stream cable ready & bent to stream anchor. . . .

March 4th. Winds light & pleas.; passed a number of small crabs and snakes. High land in sight. . . .

March 6th. . . . Working up the Gulf and Bay of Panama. . . .

March 8th. Working for the anchorage off Panama.

Bay of Panama, March, 1857.

U. S. Ship Decatur, E. Middleton, Commander, 5th, 6th, 7th, 8th, and 9th, employed working in for the Bay of Panama, light variable winds. On the evening of the 9th of March made the City of Panama and the U. S. Flag Ship Independence at anchor; anchored about 11 miles off. Next morning, got under weigh with light airs, employed all day working up for the anchorage off Panama; at 9 P.M. came too ahead and inside of the Independence, in 4 fathoms of water. My Brother in Law Lt. Wyman, 1st of the Independence, came on board to see me, also Lt. McCauley, Flag Lt. We found them prepared to resist an attack upon the Railroad and Buildings of the Panama R. R. Company and American Citizens; got our boats armed and ready, warped ship closer in, and employed in exercising the crew for service. Visited Panama several times, saw the old ruins, old churches, and fortifications, every evidence of an old Spanish town. In landing we have to pass through reefs in boats and have to land on the beach near the entrance to the fortifications.

March 30th. Everything ready for inspection. Com'dore. Mervine, Capt. Hoff and a Leiut. made a thorough inspection of the ship, battery, battery exercise; also boats, and armaments. On the 31st of March Comdr. Thatcher, Leiuts. Clitz, Harmony, and Stockton came on board for duty and releived us, viz. Comd. Middleton, Lts. Drake, Lambert, Phelps, Dallas and Morris. Drs. Ward and Lane releived Drs. Jeffrey and Taylor; our Purser J. J. Jones remained. Ordered to take passage in steamers for New York via Isthmus of Panama Railroad.

March 31st. Detached from the U. S. Sloop Deca-

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tur. Landed in Panama stopped at the Aspinwall Hotel, waiting for steamer day.

April 3rd. Went across the Isthmus of Panama by rail in 4 hours, stopping at Aspinwall.

April 4th. Passengers arrived from San Francisco, went aboard steamer George Law (afterwards lost with 500 Passengers under name of the Central America) [and] at 6 P.M. sailed for New York. My uncle, Col. De Russy, and family were among the San Francisco passengers, also my friend Capt. Guthrie, U. S. A. (since dead), Capt. E. O. Murden (Revenue Service), Lt. T. H. Stevens, U. S. N. We had a fair passage, rather warm, ship not clean or in good discipline. Arrived in New York in about 9 days, at the wharf North River, and landed about 2 p.m.

April 13th. Went to Astor House with my uncle, Col. De Russy; found New York changed very much.

April 14th, 8 a.m. Left for Washington; arrived at 7 p.m.

April 15th. Received orders to the Receiving Ship, to report at Philadelphia on the 26th instant. The 16th, went to Annapolis; found Emily and child well. 18th, left for Baltimore. 19th, left for New York. 21st, left for Boston; arrived on the 22nd. Saw Mary, not well; made arrangements for moving her South by the 1st. of June. Left Boston on the 24th for New York; met a number of friends while in New York. Arrived at the Merchants' Hotel, North 4th St., Philadelphia, on the 25th of April, 1857, and reported for duty on board of the U. S. Receiving Ship, Philadelphia, April 26th, 1857, in obedience to my orders of the 15th instant. Borrowed \$50.00 at Astor House, New York, which I returned on the 27th of April.

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May 1st. Getting acquainted with the city of Philadelphia; meet many old acquaintances from different parts of the world. . . .

May 4th. Kept my first duty on board of the U. S. Receiving Ship Princeton at Philadelphia Navy Yard. Comdr. W. S. Young, Lieuts. Peirce Crosby, Thos. [C.] Harris, Watson Smith, and Joseph D. Blake.

June 1st. This month living at the Merchants' Hotel, 4th Street, Philadelphia, keeping one day out of four, duty on board the Receiving Ship, leading the usual life of a bachelor in a city; renewed some old acquaintances, visited the Thomsons in Wilmington, Delaware.

June 15th, 1857. Have been on to New York, having written to my brother Horatio to bring Mary to the Astor House, New York. Found them, brought my sister to Philadelphia, secured rooms in Wilmington, Delaware, went to Annapolis, brought Emily, Mrs. W., child, nurse, & trunks, etc., to Wilmington, Delaware.

Went to Philadelphia for Mary, back to Wilmington, left all together, and moved down myself to the Indian Queen Hotel, Main Street, Wilmington, Delaware, for summer quarters in the same town with my sister and "lady-love."

June 28th. . . . When my day's duty comes, go up in cars on railroad to Philadelphia, remainder of the time at Wilmington.

July 3rd. Ordered to Washington to attend the Court of Inquiry upon Commander Isaac S. Sterrett.¹ Case left, remained there until the 18th, spent one day in Wilmington, went to ship on the 22nd, ordered with a draft of men for the U. S. Sloop of War Germantown to Norfolk, went down delivered the men *all* on board,

¹ See p. 272.

spent a day at Old Point Comfort, saw Mrs. De Russy and family, returned to Wilmington, then to ship, remainder of month usual routine and courting. August passes and has passed in attending to duty on the Receiving Ship and living at Wilmington. Young lady willing, mother unwilling.

August 29th. Hauled off because she would not choose between her mother and myself.

September. Month passes with these events: Took Emily, child and nurse to Baltimore to live and left Indian Queen Hotel, Wilmington, for No. 723 Sansome Street, Philadelphia.

September 23rd. To room with Lieut. Jos. D. Blake. Usual routine of duty; felt rather *distract* about the heart.

October, 1857. Living in Sansome Street, attending to duty and making acquaintances in Philadelphia. Went to Wilmington for Mary, having sent for James, who had recently returned from Marseilles, to meet her; he went in Philadelphia at my rooms. They went to Boston, I remained at my station. Was ordered on to Wilmington in Leuit. Van R. Morgan's case, remained there a little over one week. Shortly after my return Lt. J. D. Blake, a particular friend of mine, was detached and ordered to the Supply Store Ship. Lt. T. C. Harris detached in August and Lt. J. B. McCauley ordered to Princeton. Changes were made from Preble to Princeton, Princeton to Jamestown, Jamestown back to U. S. Receiving Ship Princeton, each time transferring officers and ship's company from ship to ship.

November, 1857. Attached to the Receiving Ship Princeton, rooming in Sansome Street, visiting ladies seldom. A friend of mine, Lt. Edward Renshaw, died near my rooms of consumption.

December, 1857. Dec. 2nd, went on to the wedding of Miss Sallie Clitz, sister of Capt. Adolphus De Russey's wife, at Fort Hamilton, had charge of the wedding entertainments; met Miss Lucy (of Wilmington, Del.), she was bridesmaid; only bowed to her. On the evening of the 5th, returned to Philadelphia. Remainder of the month passed without unusual events, attending to duty and having many Georgian and Virginian acquaintances among gentlemen, making few acquaintances or visits with or to ladies in Philadelphia. Fall remarkably mild.

January, 1858. Usual Receiving Ship duty and city life of a bachelor; weather unusually mild, almost like spring, no frost during the month.

February, 1858. Receiving Ship duty, visiting a little more, attending the opera, finest Opera House in Philadelphia or one of the finest in the world—mild weather, except a few days heavy frost, when the Delaware River was nearly closed. About the 20th, went down in a steamer to Norfolk with a draft of 104 men for the Steam Frigate Colorado. Lt. [Wm. E.] Hopkins, Watson Smith and myself in charge. Had to march the men across the ice in the Delaware to the Steamer; an ice boat ahead clearing the channel, arrived along side the U. S. Ship Pennsylvania¹ at 4 p.m. Next day delivered the men, spent the night in Norfolk; next day went to Old Point Comfort to see uncle De Russey, stayed one day and a half, found all well there, went up to Baltimore, arrived Sunday morning, saw my sister, Mrs. Wyman, left for Philadelphia and arrived there Sunday evening, having been absent a little over four days.

March, 1858. More mild weather, frequent rain,

¹ Receiving ship at the Norfolk Navy Yard.

duty the same at Receiving Ship, visiting occasionally among ladies, many Southern acquaintances in the city. Philadelphia society unsociable, like the city itself. Pay increased from \$1050 per year to \$1500; very pleasant change.

March 30th. My youngest brother Horatio came on to live with me; commences his mental and worldly education. He rooms with me, is as tall as myself, fine looking man, and very glad of the opportunity to have him with me.

April, 1858. Mild weather, rain nearly every day, same duty, time almost completely occupied with my brother Horatio; pretty hard task before me to bring him up to the standard I desire. Lt. J. B. McCauley detached from the Princeton. Lieut. Jas. Stillwell joined, Lt. Watson Smith ordered to the Wabash, Lt. Stephen [P.] Quackenbush joined. Not time to visit much.

May, 1858. Mild weather, much rain, duty the same. Horatio still with me, improving fast; devilish hard work for me, mentally and physically. Visited the Opera frequently during the winter and spring; not much visiting except to the De Courceys' in Arch Street, above 17th, and at the Morgans', No. 1135 Girard Street. Many strangers, friends of mine, in town. Took a draft of men down to Washington Navy Yard for the Ordinance Practice Ship Plymouth, Lt. Quackenbush and myself in charge. On my return stopped in Baltimore to see my sister, found her well; did not see Lt. George [U.] Morris in Washington.

June 1st, 1858. Making preparations to move from my present lodging No. 723 Sansom to No. 727, on account of some impertinence of the landlady.

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June 2nd. Moved to Miss Catersons, No. 727, Horatio with me. Lt. Stillwell in the same house.

June 5th. Received orders to report in Boston for a passage in the Barque Release on the 10th instant, for duty in the African Squadron; rather sudden.

June 6th. Packed up on board the Princeton, said good bye, and left.

June 7th. Went down to Baltimore in the 8 a.m. train, arranged matters for Mrs. Wyman, child, and nurse, said adieu and at 11 p.m. returned to Philadelphia— tired, and weary.

June 8th, Emily's birthday, Tuesday. Busily employed in packing up for sea, in paying debts, arranging my private matters, and paying P. P. C.; rather sad work. Horatio great assistance to me. My landlady very sorry to lose me so soon. Many pleasant acquaintances to part with in the city.

June 9th, 1858. Last day in Philadelphia, a hot one and a remarkably busy one for me; not time enough to attend to all I wish. At 10.30 p.m., escorted by a number of friends, left for the Kensington Depot, and at 11.30 left Philadelphia behind me for New York. Stopped at the Astor House, left for Boston at 8 a.m.

10th. Unusually warm in the cars, close and dusty; one woman killed by locomotive between Hartford and Springfield. At 6.15 arrived at the Winthrop House, Boston; went over same evening to Navy Yard to report in obedience to my orders; what with Diarrhea, heat, loss of rest and fatigue, nearly worn out.

June 18th. At 3 p.m. sailed in the U. S. Barque Release for the coast of Africa via the Island of Madeira. The last eight days have been very busy ones; on the 11th my brother James came to see me and remained

until we sailed. My baggage was behind, had to telegraph for it, came near sailing without it, in fact, left my new hat, blue coat, black satin vest behind with Horatio in Philadelphia. My great coat with Mr. S. S. Kelley in Walnut Street, left my fur cap with Aunt Harriett at Longwood, met my old friend Mr. Geo. West of California, also Mr. Henry H. Holbrook, made the acquaintance of Mr. Frank Tinkham, merchant (his whiskey not good), India Wharf, Boston. My brother, H. H. Holbrook, Charles Downes and Geo. West came down to the ship with me and, all but Mr. Geo. West, went down outside the Boston light with me, and left in the Pilot boat at 5.30 p.m. At 7 p.m. Minot's Ledge bore per compass W by S. Distant 8 miles. At 11 p.m. Highland Light bore SW $\frac{1}{4}$ S dist. 5 miles. At 11.30 made a vessel ahead, *bore up, luffed*; the other vessel not being under proper control, we came into collision, striking her abaft the Port Main chains; remained foul about ten minutes, when her masts went by the Starboard board, the vessel broke in pieces and sank immediately; all hands saved by jumping on board of us. Found her to be the Brig Leontine, from Philadelphia bound to Salem, coal loaded; hove too at daylight, landed the master and crew of the Brig at their own request on Cape Cod. Found we had carried away flying Jibboom, Jibboom, bowsprit shrouds and split the Foresail.

June 19th. Employed repairing damages. At 3 p.m. lost sight of land, standing ESE with light variable wind; at 5 p.m. Long. 69° 35' W, Lat. 41° 41' N. Cape Cod Dist 20 miles.

June 21st, 1858. U. S. Barque Release, Wm. A. Parker, Lt. Comdg. . . . Working between Georges and Nantucket shoals. . . .

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July 5th. At 9 a.m. discovered the island of Corvo.
. . . Passing the islands of Corvo and Flores of the
Western group. . . .

July 18th. Light winds and baffling from the N to E,
pleasant. Made the Island of Madeira. . . .

July 21st. Winds light, baffling and fresh from the
N & E; working up for Funchal. At 3 p.m. sent a boat
with an officer to communicate with the consul at Fun-
chal and employed towing. At 8.30 boat returned,
made sail, and stood to the S & W. . . .

July 25th. . . . At 9 p.m. passed a large steamer
standing to the N. . . .

July 29th. Light from NE by N to N by W, pass-
ing clouds; at daylight made the Island of Boavista
[Cape Verde Islands], at daylight bearing NW. . . .
Spoke the Brig Oste 103 days from Singapore bound to
Falmouth, England. . . .

July 30th. At daylight made the Island of Mayo on
the Starb. beam. At 11 a.m. discovered vessels at
anchor under the south side of the Island of Mayo—
stood up towards them, found they were not vessels of
war; kept away for Porto Praya, bearing per compass
WSW. Distant 22 miles.

July 31st. At 10 a.m. anchored off of the town of
Porto Praya; found the Flag ship Cumberland and
Sloop of war Dale at anchor, reported to Flag Officer
T. A. Conover for duty, ordered to the Dale.

August 1st. Went on shore; usual appearance of a
half Portuguese and Negro population combined.

August 2nd. Joined the Dale for duty as 2nd Leuit.
Court Martial in Session for the trial of Pd. Asst. Sur-
geon W. Sherman; in three watches, very warm weather
and devilish disagreeable altogether. I find the climate
very oppressive here.

August 16th. The Cumberland sailed for the coast of Africa. Court-martial is over, Doctor dismissed the Squadron and Doctor Engles ordered to the ship. Officers as follows: Commander Wm. [Mc]Blair, Lieuts. E. Lloyd Winder, F. G. Dallas, Hunter Davidson, A. B. Cummings and Wm. P. A. Campbell, Pd. Asst. Surg. [S.] A. Engles, Purser Jno. S. Cunningham, Asst Surg. R. C. Dean.

August 17th. The U. S. Store Ship Release sailed for Boston; we are discharging two store ships.

August 30th. Sailed to-day on a cruise down the coast. The Sloop of War Vincennes arrived from Madeira yesterday. I am becoming somewhat acclimated, altho' still feeling the heat to be excessive.

August 31st, 1858. At 9 A.M. got underweigh and stood to the Sd. Exercised at target practice at the great guns. . . .

Septbr. 14th. Light winds from the S & W pleas. At 10.30 a.m. anchored off Cape Palmas in $9\frac{1}{2}$ faths. of water, hard bottom. Cape Palmas light House bore East, dist. $1\frac{1}{2}$ miles. Cape Palmas remained the 15th. A negro colony from Maryland, lazy people. Landing tolerable, but some surf. Can get vegetables and by waiting a couple of days to send to the country back of it, can get mutton, beef and poultry. Wind from NW to SSW in the fall of the year.

Septbr. 16th. At 8.15 got underweigh and stood down the coast. . . .

Septbr. 17th. Wind light and variable from SE to SW pleas. Sounded at intervals in from 37 to 43 fathoms of water, muddy water entering the gulf of Guinea. . . .

Septbr. 18th. . . . At 12.45 p.M. anchored in 20

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fathoms muddy bottom. Coast in sight, River Sassandra bearing E by N. Native town of Drewin $NE\frac{1}{2}E$ per comp. Dist. about 5 miles. . . . At 5.40 p.m. got under way and stood down the coast under light sail. . . .

Septbr. 22nd. . . . Cape Three Points bore ENE. Dist. 10 miles. At 6.05 p.m. came too off the coast in 21 fathoms of water, bottom soft mud. . . .

Septbr. 23rd. Light SW and westerly winds pleas. At 8.15 got under way. At 3 p.m. the Dutch Fort at Elmina bore ENE. Dist. 7 miles. At 4.30 p.m. anchored in 7 faths., 60 fathoms chain, starb. sheet anchor. St. George's Castle (Dutch) bearing NN west and Cape Coast Castle $E\frac{1}{4}S$. Saluted the Dutch Flag with 21 guns. Elmina $5^{\circ} 05' N$ Lat. $1^{\circ} 23' W$ Lg. I paid an official visit to Castle St. George and met the Governor, Col. Nachtglass (a pleasant gentleman); he answered our salute at once.

Septbr. 24th. At anchor off Elmina, light SW winds pleas. Landing different: at high and half tide go into the small creek in rear of the castle of St. George; at low tide, land at entrance of creek about 40 yards to seaward on the beach to the Eastward front of the "castle." Going in, steer for the Sardinian Consul's Flag staff until the castle bears West by South.

Septbr. 25th. Light variable winds from the S & W with passing clouds. Watering ship; no charge for it, very fair water. Good oranges at \$9.00 per 1000.

Septbr. 26th. . . . Received very fair fresh beef and vegetables for the crew. . . .

Septbr. 28th. Light winds from the S & W and pleas. with light showers at intervals during the night.

Septbr. 29th. Wind and weather the same. At 5.50

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received on board the governor of Elmina for a passage to Akkra with a salute of 17 guns.

Septbr. 30th. . . . At 5. a.m. got underway and stood to the E. At 10.30 a.m. passed the English Fortification of Cape Coast Castle; at Meridian the old Fort at Nassau bore N W $\frac{1}{2}$ W. At 11.30 p.m. came too in $13\frac{1}{2}$ faths. of water with 40 faths. chain; land 5 miles dist. Boarded several American trading vessels. "*Nota Buena*" We received a great deal of civility and hospitality at Elmina from the Dutch officers.

Octbr. 1st. . . . At 11.30 anchor off Akkra in $6\frac{1}{2}$ faths. of water with 45 do of chains, hard bottom. An English & Dutch Fort here; exchanged salutes with both. The governor of Elmina left the ship under a salute of 17 guns.

Octbr. 2nd. At anchor off Akkra; landing tolerable in canoes. The place has several trading stations, mostly for Gold, Ivory and Palm oil. . . .

Oct. 4th. At 3 p.m. got underway with all plain sail, standing to the E; at 4 p.m. passed Fort Christiansborg, a former Danish settlement, now an English one. Met a number of merchant vessels; much trade in the Gulf of Guinea and the Bight of Benin.

Oct. 5th. The last few days pleasant weather; land winds at night, S W winds during the day, an occasional squall (a light tornado). Good anchorage all along in from 5 fathoms to 20 fathoms; sandy beach shelving. At 6.30 anchored in 11 fathoms, bottom soft mud, opposite the mouth of the Volta river. . . .

Oct. 7th. . . . At 7.20 a.m. got underweigh. At 1.40 p.m. came too off Kitta (Jollicoffe) in $7\frac{3}{4}$ faths., hard bottom. Good place for poultry, ducks and yams. Noticed a comet, size of a star of the second Magnitude.

Got water; must look out and try it before receiving in, will be brackish without. *A real African village.*

Octbr. 8th. . . . Shifted our berth nearer in shore to 6 faths., hard bottom. Commenced watering by canoes. A number of vessels here trading for palm oil.

Oct. 9th. . . . At 11.30 got underweigh, stood to the E. Received in toto 3000 gall. of water. At 6.50 anchored off the coast in $11\frac{3}{4}$ faths. of water, hard bottom. Saw several sail.

Octbr. 10th. . . . At 6 a.m. got underweigh, stood to the E, at 10.05 anchored off Aghwey in 8 faths., hard bottom. English flag in centre of town, bore N N E. Dist. two and a half miles.

Bight of Benin. Aghwey. Oct. 10th. Found nine vessels at anchor trading here. Heavy surf, did not land. 1 American, 3 dutch, 3 french, 1 Sardinian and 1 Portuguese vessel.

Octbr. 11th. At 11.30 a.m. got underweigh, wind and weather the same. At 6.30 anchored off Whydah, Kingdom of Dahomey, in 8 faths. hard bottom. Found six sail at anchor, Viz: French, Portuguese and Sardinian, passed Grand Popo. Comet visible to the N and W.

Octbr. 12th. Wind and weather same, from S and W during the day, N and W at night. No boats sent on shore on account of surf. Whydah poultry, ducks, Guinea fowls, oranges, pineapples, watercresses, yams, sweet potatoes and beans, plenty and cheap. Commander would not wait long enough. Whydah was a great slave mart and it is believed that the trade is carried on clandestinely yet *at night*.

Octbr. 13th, Whydah. Wind and weather the same. At 12.20 got underweigh. At 6.40 p.m. came too in 9

faths. hard bottom. Passed several vessels off the coast village of Appi.

Octbr. 14th. . . . At 6 a.m. got underway stood to the E, several vessels in sight. At 2.15 p.m. came too off Badagry. . . . At 6 p.m. got underway and stood to the Sd. to sea under T. Gllt. sails with a wind from S W by W. Bight of Benin running for St. Thomas Island.

Octbr. 15th. . . . In my watch, from 3 p.m. to 6 p.m., a squall of wind and rain, moderate at the most, occurred. The Commander, Wm. McBlair, took all sail off the ship (U.S. Ship Dale) except the fore topmast staysail. In my remarks I wrote as follows: "On account of a moderate squall of wind and rain." Commander McBlair writes at the bottom of the same page of the ship's rough log viz. as follows thus:

"The above remarks that the Ship was reduced on account of a moderate squall of rain & wind are incorrect. Upon going upon deck I observed a squall rising to leeward & called the attention of the officer of the deck to it; he stated it was a lee set. Observing more attentively, I found the clouds rising & showing a threatening appearance; on this account the sail was reduced, not on account of a moderate squall of rain & wind, the character of which was not ascertained until after it reached us; it proved to be moderate."

(Signed) W. McBLAIR,
Commander.

Copy from the Ship's Log book.

F. G. DALLAS,
Lieut.

Oct. 16th. I added to my remarks from 3 p.m. to 6 p.m., Oct. 16th, as follows, viz: "Ship under Fore Topmast Stay Sail." . . .

Octbr. 17th. . . . At 3.15 p.m., or about that time, Commander Wm. McBlair sent the orderly to me saying that he, Comdr. McBlair, wanted to see me in the cabin. I went up and in the presence of the 1st Leuit., Mr. Winder, he called my attention to the ship's rough log. I remarked I had added the words, Viz: "Ship under Fore Topmast Stay Sail." He said: "I suspend you Mr. Dallas for disrespect and for unofficer-like conduct while at Elmina." I answered: "I had no intention of disrespect, Sir," and left the cabin, going directly below to the Wardroom.

Octbr. 18th. The Commander sent Lt. E. L. Winder to me saying that he, Commander Wm. McBlair, upon again reading my letter of yesterday's date, withdrew the charge of disrespect and that of the charge of unofficer-like conduct, he had not any right to take notice of a private conversation; he therefore restored me to duty. In explanation of this, Lt. Winder said, one evening while I was setting in the round house foreward, he heard two of the men talking about my exercising them at loosing and furling; that they, the men, thought I must be either crazy or drunk. This conversation he, Mr. Winder, mentioned to the Captain, but not to me until I was restored to duty.

Octbr. 18th, 1858. Working down for the Island of St. Thomas. . . .

Octbr. 23rd. . . . At 8 a.m. made Princes Island to the Ed. At 4.45 p.m. shortened sail to mizzen t. sail and Jib, standing in for West Bay, Princes Island. At 7 anchored in 19 fathoms water about one mile from the beach, bottom soft mud. Watering place bore per compass S by E.

Octbr. 24th, 25th, 26th and 27th. At anchor in Bay West, Princes Island. Water excellent, wood fair; can

lay within five hundred yards of the beach in 10 fathoms of water. Alligator's Pears plenty, chickens \$2.00 per doz., oranges, cocoanuts and a variety of Tropical fruits when in season. Port Antonio on the S E side of the Island, 3 hours distant to walk, 3h. and 30m. to go by boat, 2 hours to ride. This Island is excellent for wood and water, but not [a] healthy one.

Octbr. 27th. At 3.45 p.m. stood out of West Bay, Princes Island, wind S & W, pleasant; ship's trim 21 inches by the stern. . . .

Novbr. 7th. . . . Passed the Island of Anna Bon [Annobon], being about five miles to the South'ard of it. This is a fine Island for wood, water, sheep, Beef, Poultry, Oranges, Bananas, plaintains, pineapples, &c. Our Commander, like his usual stupidity, would not stop, without any cause, *he having poultry enough*. At 8 Island of Anna Bon astern. . . .

Novbr. 16th. . . . Current 16 to N W by W $\frac{1}{2}$ W; currents and tide rips from the Congo River, also floating Islands.

Novbr. 17th. . . . A number of doves flying off to the ship. . . .

Novbr. 18th. . . . Current 15 miles W N W, currents and tide rips.

Novbr. 19th. Light winds from the S and W, passing clouds; strong currents and floating Islands, reddish waters. Working down for St. Paul De Loanda past the Congo River. . . .

Novbr. 20th. . . . At 6.30 came too off the coast in 22 fathoms of water.

Novbr. 21st. . . . At 5 a.m. got underweigh. . . .

Novbr. 24th. . . . At 7 p.m. Standing in for Bango [Mbengu] Bay, St. Paul De Loanda in sight. . . .

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At 9 p.m. came too off Cape Lagosta in 18 faths of water; the coast high, of white sand or marl. . . .

Novbr. 25th. At anchor in Loanda Bay; at 4.40 a.m. got underweigh with light land breeze from the E. At 7.20 anchored in 16 fathoms of water in Loanda Bay about one and a half miles from the town. H.B.M. Steamer Hecla at anchor in the Bay, also a Portuguese Sloop of War. . . .

At anchor in Loanda Bay, Novbr. 26th, 1858. . . . Employed watering, wooding, and taking in sand for ballast. Wood good, Water fair; have to get our bread baked and can only get about 200 lbs of bread per day.

Novbr. 27th. Land and Sea breeze, former light, latter moderate, climate damp and sultry. . . .

Novbr. 29th. . . . Employed in wooding and watering ship, also in taking in sand ballast. Climate I think unhealthy. Loanda is a large town of Portuguese Build. Chickens at \$4.50 per doz, fish plenty, irish potatoes \$1.00 per aroba of 32 lbs. are good, onions from Portuguese vessels from Lisbon. St. Paul De Loanda is the largest European settlement upon the Southwest coast of Africa.

Novbr. 30th. Employed getting ready for sea. At 6 p.m. got underweigh and stood to the N bound to the Congo River.

Decbr. 1st. . . . Standing to the N and W. . . .

Decbr. 2nd. . . . Running along the land, sounding in from 14 to 19 fathoms. Passed an English Man of War boat. At 6 p.m. anchored in 7 fathoms off Point Padrone [Padrao], South Cape of the Congo River, an excellent anchorage. . . .

Decbr. 3rd. . . . Land breeze from the S and E. At 5.30 got underweigh and into the Congo River for

Shark's point. At 8.10 anchored in 12 fathoms. A strong current of about five. At 10.55 a.m. stood in with the sea breeze. At 11.50 anchored in 8½ fathoms, Shark's point distant 3 miles; furled sails. The Congo reminds me of some of our own large rivers, sweeps into the Atlantic with a heavy current carrying with it large floating islands of grass, trees, bamboo, etc., which are sometimes met over a hundred miles at sea. We did not meet any men of war at anchor or cruising.

Decbr. 4th. At anchor in Congo River near Shark's point. At 9.15 got underweigh, tiding down the Congo. At 1 p.m. Sea breeze set in strong, crossing the Congo River with Stud'gs, steering about NE by N, got soundings on the Mona Mozea bank in 5½ faths.; hauled off N N W, a large ship standing into the river. At 7 p.m. anchored off Kabinda in 12 fathoms of water.

Decbr. 5th. . . . At 3 p.m. got underweigh. At 6 come too off Kabinda, distant about 5 miles. . . .

Decbr. 6th. At anchor off Kabinda. Poultry are cheap, about \$2.00 per dozen. Eggs 25 cts. per dozen. Pineapples and other fruits; bottles can be traded with. . . . At anchor off Kabinda North bank of the Congo River.

Decbr. 7th. . . . At 6.40 a.m. got underweigh and stood to the N and W. At 8 p.m. Anchored in 19 fathoms of water off the coast.

Decbr. 8th. . . . Passed an English Man of War Brig and Steamer. . . . At 2 p.m. passing Loango, a french settlement. Saw a store vessel at anchor. . . .

Decbr. 10th. . . . Standing along the coast to the N and W on soundings. . . .

Decbr. 22nd. Moderate winds from South to S by W, first part pleas., latter overcast with showers of rainy

weather, changing, somewhat like the usual weather in crossing the line to the W. Lt. Obs. $1^{\circ} 46' N$. Lg. C. $12^{\circ} 44' W$. Lt. D. R. $1^{\circ} 28' N$. Lg. D. R. $12^{\circ} 36' W$. Current 20 miles N N W $\frac{1}{4}$ W.

Decbr. 23rd. Light and variable winds from South to S E by S, passing clouds with rain squalls, appearances of the Doldrums, or trade winds; evidently we are on the edge of some steady current of wind. . . . Current 40 miles to the W. Our chances for a passage to Porto Praya are good, say 12 days. . . .

January 1st, 1859. Light and moderate winds from N E by E $\frac{1}{2}$ E to N E $\frac{1}{2}$ N, pleas with passing clouds. Lat. Obs. $10^{\circ} 09'$, D. R. $10^{\circ} 07'$. Lg. C. $18^{\circ} 32'$, D. R. $18^{\circ} 37'$.

January 2nd. . . . Current 13 miles to the S and E. Running for the Island of St. Jago, Porto Praya. . . .

January 9th. At 4 a.m. stood to the W under double reefed [topsails] and Courses. Island of Mayo in sight to the N. Stood for the Island of St. Iago. At 9.45 anchored in the harbor of Porto Praya; found the Flag ship Cumberland and sloop of war Marion at anchor. Our passage has been forty days via the coast from St. Paul De Loanda.

Jan. 10th. At anchor off Porto Praya. Leiut. Campbell was detached and ordered to the Marion Sloop of War. She sailed for Porto Grande for the mail. From January 10th to January 24th inclusive, fresh N E trades. . . . Cool enough for thick clothes, pleasant. Got the Dale ready for sea. The U. S. Marion returned.

Jan. 25th. Was detached from the Dale by Flag Officer T. A. Conover and ordered to the U. S. Sloop of War Marion, notwithstanding all my endeavors against it, the Flag officer promising to relieve me if an

officer came out to the station or to send me home in the first prize taken by the Marion, all of which I place little confidence [in], expecting to be detained out here at least a year longer. *Mais nous verrons.*

Jan. 25th, 1859. On board U. S. Sloop of War Marion off Porto Praya. Reported for duty this morning, Tuesday, and came on board this evening, disgusted with the change on account of the longer detention on the coast of Africa.

Jan. 26th. The Dale went to sea today, my old ship; fresh N E trades, pleasant. Got everything ready for sea. Feel like a cat in a strange garret. Sent a renewal of my allotment by the Brig Julia Ford bound to Boston, to run one year from June, 1859, for Mary, payable to Wm. C. Tyler, Esq., No. 28 State Street, Boston, Mass.

January 27th, Thursday, U. S. Sloop of War Marion. We got underweigh at 1 p.m., the Flag ship having left at 11 a.m. At 10 p.m. we passed the Cumberland a little to leeward. The ship carries her canvass well and I think is a well disciplined and happy ship; small, like all third class Sloops of War. Pleasant with passing clouds, wind fresh and moderate from E N E. . . .

Febr. 14th. . . . At 10.30 p.m. anchored in West Bay Princes Island.

Feb. 19th. At 1 p.m. got underweigh under royals and flying Jib. Wind mod. from S and W; stood to Eastward and S and E of Princes Island.

Febr. 20th. Wind mod. and light from the S and W, cloudy at 9.30 a.m., land in sight to the E. The Island of Corisco at meridian bore S S E, working up for it. At 10 p.m. came too off Island of Corisco. . . .

Febr. 21st and 22nd. At anchor to the W of Corisco Island. . . .

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Febr. 23rd. . . . At 9 a.m. got underweigh under royals. . . .

Febr. 24th. . . . At 9 a.m. made the Island of Fernando Po bearing per comp. N E by N. . . .

Febr. 26th. . . . Standing for Fernando Po anchorage at Clarence Bay at 11.45. At 8 Cape Buller bore E $\frac{1}{4}$ S. Peak of Fernando Po S S E. Anchored in 32 faths. of water. . . .

Febr. 27th. At anchor in Clarence Bay, Island of Fernando Po. Shifted our berth nearer to the harbor. Two Spanish, one French, and one English Man of War at anchor (two of them steamers), and exchanged salutes with the Spanish authorities; anchored in 16 faths. water, muddy bottom.

Febr. 28th, March 1st, 2nd. Weather pleasant with occasional thunder showers, wind light from S and W and var. Watered ship; good place also for wood, but not for provisions or vegetables. An English and Spanish colony of blacks, formerly English, but now under Spanish rule.

March 3rd, 1859. At 10. a.m. got underweigh and stood to the Ed. of Fernando Po Island. . . .

March 7th. . . . At 7 o'clock p.m. anchored off Corisco Island. . . .

March 8th. . . . At 11. a.m. went to sea working to the S and W.

March 9th. . . . At 9.30 p.m. came too off the Mouth of the Gaboon [Gabun] river. . . .

March 10th. . . . Worked up the Gaboon river; anchored once. At 4 p.m. came too off the French settlement. A French war steamer at anchor.

March 11th, 12th, 13th, 14th. At anchor in Gaboon River, employed painting and watering ship.

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March 15th. At 6 a.m. got underweigh and stood down the Gaboon river. . . .

March 16th. Wind light and moderate pleasant with a tornado, varied from Wd. to S and Wd. and N and Ed. The conductor was struck at the main truck and shivered it in several places. Working down the west coast of Africa from Gaboon River to Lovoga. The lightning went into the sea along side. . . .

March 18th. . . . At daylight off Cape Lopez distant about 10 miles. . . .

March 21st. . . . At 11.40 p.m. anchored with the streamer [stream anchor] in 40 fathoms of water. . . .

March 23rd. Variable winds and calm. At 5.30 a.m. anchored with streamer in 26 faths. of water. Thunder & lightning and occasional showers weighed and came too several times during the 24 hours. . . .

March 24th. Calm and var winds. Came too as occasion required with stream. . . .

March 25th. . . . Exercised at a target with the great guns. At 8 a.m. got underweigh. At 9 P.M. came too in 16 faths. . . .

March 26th. . . . At 7.30 a.m. got underweigh, working up for Mayumba, looked into the bay. . . .

March 27th. Calm and var. winds from S and Ed. and Sd. An English steamer of war in company under sail. At 6.30 p.m. anchored with stream in 11 faths. . . .

March 28th. . . . At 9 a.m. weighed anchor. . . . At 7.45 p.m. came too N of Loango Bay in 8 fathoms.

March 29th. . . . At 10 a.m. weighed. At 2.30 p.m. came too in Loango Bay, Lat. $4^{\circ} 39' S$.

March 30th. . . . At 6 p.m. H. B. M. Conflict anchored near us.

March 31st, April 1st. . . . Watered ship at Loango,

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a fine Lagoon; and an English and french Factory located here.

April 3rd. . . . At 8 weighed and stood in for Kabinda. At 9 came too off Kabinda in $4\frac{1}{2}$ fathoms of water.

April 4th. At anchor off Kabinda, land and sea breezes, pleas. Good place for provisions.

April 5th. . . . At 5 a.m. weighed. Stood for the Congo. Crossed the Congo River and stood in against a four and five Knot current. At 10 p.m. anchored off Shark's point, Congo river, in $6\frac{1}{2}$ fathoms of water, an American ship near us.

April 6th. At anchor off Shark's point Congo river, sent letters by the John Gilpin, one of the Silva and Sparhawk's vessels of St. Paul de Loanda.

April 7th. Got underweigh working out of the Congo river. At 8 p.m. anchored under Point Padrone [Padrao]; anchor did not hold although 50 fathoms of chain were veered; by the time it was bore up we had drifted in with the eddy current nearly to Shark's point and then out of the river under sail. I should anchor close under the point.

April 8th. Bound for St. Paul de Loanda. Lat. $6^{\circ} 35'$. At noon land 10 miles distant.

April 9th. At sea, Lat. $7^{\circ} 45'$. Weather rainy. Chased a Bark. She got clear of us during a squall.

April 10th. At 5.30 p.m. We anchored in Loanda Bay.

From April 10th to April 16th. At 4 p.m. at anchor in Loanda Bay. Heard news of the Bark we chased on the 9th instant; she was taken and towed by H. B. M. Steamer Triton. Left Loanda Bay at 4 p.m. bound to Congo River.

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April 16th, Saturday. Sunday at sea; spoke and communicated with H. B. M. Steamer Conflict.

Tuesday morning, April 19th. Congo River distant about 9 miles. We were boarded by the chief mate of the American Bark Orion, taken by the English Steamer Triton and at anchor in the Congo River. Captain Brent boarded the Orion, overhauled her, and sent Leuit. Campbell to take charge of her.

April 20th. Employed overhauling the American Bark Orion.

April 21st. Detached from the U. S. Ship Marion and ordered to take command of the American prize Barque Orion, John E. Hanna, late Master, Thomas Morgan, Chief Mate, Thos. Carolan, 2nd do., Jonathan Brown, Steward, John Williams, 2nd Cook, Henry Wilson Lea, Richard Welsh, Herman Bracker, William Fisher, Geo. A. Paul, Rob't Horn, Wm. C. Stewart and John Williams, Seamen, Super cargo Tristan P. Carhan, as prisoners to be taken to the United States and given up to the U. S. Marshall of New York. Leuit. Wm. P. A. Campbell, Edw. Wright (Capt. F. Top), Chas. Weeks (Capt. F. Top), James Smith, James Bowers, Wm. McMillen (Lds.), Jas. Cooper (O.S.), Quartermaster Chas. Lutz, John Thorn, Allan Capps and John Wilson (O.S.), Wiley Randall (Lds.), Private Marines Rogers, News and Conover. Sent Chas. Lutz (Qr. M.) on the Marion for being drunk, confined Wm. McMillen in double irons for being drunk; employed in watering ship and getting ready for sea.

April 22nd, Bark Orion, Congo River. Employed fitting up accommodations for prize crew and in securing cargo of vessel, also in getting ready for sea. Chas.

Lutz was sent on board from the U. S. ship Marion disgraced to seaman for bad conduct and drunkenness. Vessel drifted about two ship's length; veered to 45 fathoms of chain, brought up in $7\frac{1}{4}$ fathoms of water.

April 23rd. Employed getting ready for sea. At 7 p.m. reported the prize Bark Orion under my command ready for sea to Commander T. W. Brent, having on board 2700 gallons of water, also rations from the Marion for 14 men for a period of 90 days of the following articles: sugar, tea and cheese.

Sunday, April 24th. Prize Bark Orion, Congo River. Waiting for sailing orders.

April 25th. Congo River, Shark's pt. bearing East, distant one mile. At 9 a.m. went on board the U. S. Ship Marion; received my instructions from Commander Brent. At 11.40 got underway under topsails, stood down the river, secured the anchor, and made all plain sail on the Port tack. Left the U. S. S. Marion with Prize Bark Emma Lincoln, Master Palmer, 85 days from New York, in charge; also the Bark Ardenne from Jacksonville, Florida, in charge of Lt. Morris and a boats crew, standing into the River; the latter vessel not searched. H. B. M. Steamer Triton at anchor in the river and H. B. M. Steamer Pluto steaming in. At 4 p.m. lost sight of land. At 3 p.m. took my departure from Shark's point, bore per compass E S E. Distant about 14 miles. . . . At 10 and 11 p.m. tacked ship, light winds and pleas. from S and Wd.

April 26th, 1859. Prize Bark Orion at sea. . . . Dist. run per Obs. 90 miles. Overhauled the arms, cleaned ship thoroughly above deck, watched and quartered the men. The merchant crew of the Prize under

my command volunteered to assist in working ship, allowed them under restrictions. . . .

April 27th. Served the second barrel of bread the first to be charged on the 21st inst. . . .

April 28th. Pleasant moderate winds from South to S W; braced the upper yards in a point to lessen her leeway. . . . Working for the Latitude of the Island of Ascencion.

April 29th. Pleasant, moderate winds from South to S W by S. . . . At Mer. Lat. Obs. $7^{\circ} 24'$ S, Lg. C. $2^{\circ} 56'$ E, Lt. D. R. $7^{\circ} 29'$, Lg. D. R. $2^{\circ} 54'$; leeway $\frac{1}{2}$ pt., var. 2 pts. westerly. Distances run on the day between Meridian April 25th, 1859, and April 26th: per log 79 miles, per Obs. 90 miles; 26th and 27th, between Meridians: per log 140 miles, per Obs. 167 miles; 27th and 28th: per log 153, per Obs. 171 miles. (Remark—I find the ship has been underlogged; we have no log-line nor glass, and must estimate her speed). Dist. run per log 153 miles, per Obs. 156 miles. . . . Set the port Foretopmast Studgl.

April 30th. Wind from South to S S W. Pleasant; rigged a Main T. Gllt. sail with a Jack yard as a lower studgl. . . .

May 1st. Set the Port lower studgls. At 10 mustered the prize crew and the crew of the Barque; all accounted for. These 24 hours pleasant with passing clouds, wind from S by W to S S E. . . . Dist. per log. 184 miles. Dist. per Obs. 197 miles. Shark's point, Congo River, Dist 945 miles, Island of Ascencion Dist. 680 miles. . . .

May 2nd. Filled two 150 gallon casks with salt water forward to trim ship. Moderate winds from the S and pleasant with passing clouds. . . .

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May 5th. . . . At 6 a.m. made the Island of Ascencion one pt. on the starboard bow, bearing N W by W. Dist. 38 miles; at Meridian standing for the anchorage on the N W side of Ascencion. At 1 p.m. hove too to leeward of the anchorage (S E trade wind blowing). At 1.20 sent Leuit. W. P. A. Campbell with a boat to obtain the correct Longitude. At 2.30 Lt. C. returned, hoisted up the boat and made all sail on our cruise, steering W N W, wind S E. Lt. Campbell found the chronometer 1 m. 26 sec. fast of Greenwich time, its rate 5 seconds and 3 tenths per day gaining; our longitude was 15 miles too far to the Westward. At 2.40 p.m. got sights for Chron. also at 4 p.m. our position. At 4 p.m. the Flag staff at Ascencion Island bore E S E per compass. Distant 16 miles. Long. C. at 4 a.m. $14^{\circ} 39' 15''$. Long. per bearings $14^{\circ} 52'$. Lg. D, R. $15^{\circ} 11' W$

May 7th, 1859. . . . Congo River, Shark's point, distant 2040 miles, an average of 170 miles per day for the last 12 days. . . . Spoke the Barque Chinsura from London bound to Calcutta. At 10 a heavy rain squall from E by N. . . .

May 10th. During these 24 hours light and mod. S E trade with rain squalls. . . . Dist. per log 151 miles; altered the course to N W in order to cross the line in 34° West Longitude. Lat. D. R. at 8 p.m. $5^{\circ} 43'$; Lg. D. R. at Do. $28^{\circ} 23'$. Set up the back stays fore and aft. . . .

May 12th. . . . Lat. by Sumner at 2 p.m. $4^{\circ} 17' S$, Lg. Do. $31^{\circ} 34'$, . . . Lg. by bearings of the Island of Fernando de Noronha at 6.20 p.m. . . . $32^{\circ} 06'$, Lt. per bearing $4^{\circ} 09'$ Island 2 miles Dist., steering N by W. . . . At 11 p.m. the Island of Fernando de Noronha, Middle, bore per compass S W by S. . . .

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May 15th. Variable winds with rain. At 10 mustered crew and prisoners; all accounted for. Spoke an English Bark from Bahia. . . .

May 16th., 1859. These 24 hours variable winds with rain at intervals. . . . Lat. Obs. at Meridian $00^{\circ} 00' 00''$ (on the equator), Lg. C. $34^{\circ} 04' 00''$ West. Dist. per log 56 miles. Dist. per Obs. 43 miles. . . . New York City bore per Mercator's, N $42^{\circ} 05'$ W. Distant 3250 miles. We are 21 days from the Congo River to crossing the line in $34^{\circ} 04'$ West Longitude. . . .

May 25th. At 10.30 p.m. John E. Hanna, the late master of the Bark Orion (of which I have command as a prize), Departed this life. He has been sick since we left the Congo River on the 21st of April last; a broken constitution, excessive use of medicine on the passage out from New York, anxiety of mind amounting to the worst species of Hypochondria, fear of the result of his trial, all combined to exhaust his system both bodily and mentally, so that he died from sheer exhaustion of his natural functions, and from a determination on his own part to give up without an attempt to regain his strength. Altogether a most remarkable case and one which assimilates to what is called a broken heart. Every attention both in regard to diet, medicine, and nursing was paid to him. I left him in possession of his own stateroom and personal property. . . .

May 26th. Calm, cloudy, variable airs, with occasional rain. At 8 a.m. laid the main topsail to the mast, called all hands to "bury the dead," read the Episcopal ritual for burial, and consigned the Mortal remains of the late Master of this Bark to the Deep. At 8.10 filled away upon our course. . . . Took a careful inventory

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of the effects of the late Master John E. Hanna and locked them up. . . .

May 28th. . . . Dist. per log 180 miles; heavy swell, a crate of crockery got adrift in the Main hold, ship very uneasy. 8 p.m. Lt. D. R. $11^{\circ} 55'$ Lg. D. R. $47^{\circ} 06'$ brought the sails to the yards afresh and repaired the Main Royal and F. S. Studgls. . . .

June 2nd. During these 24 hours moderate trade winds from the N and Ed. and pleasant. . . . Lat. Obs. $22^{\circ} 11'$ North; the Declination at Meridian was the exact latitude, the altitude being $89^{\circ} 48'$; the correction $12' +$, making the sun exactly vertical at Meridian. . . . Distance per log 187 miles. Distance ran per Obs. 194 miles. New York Distant 1380 miles about N W by N. . . .

June 5th. . . . At 11 a.m. Boarded the Schooner Quid Nunc from Porto Rico bound to Bermuda Island. . . .

June 10th. . . . During these 24 hours 1st part calm, latter part light winds from the Sd. and Wd. pleasant. (Note. The water of the vessel getting bad owing to the casks having been spirit casks, trying to purify and correct it with alum.) . . .

June 11th. During these 24 hours until 10 a.m. moderate winds from the Sd. & Wd. with passing clouds, from 10 to Mer. squally with rain, evidences of the gulf stream, at Meridian calm. . . . Dist. per log 133 miles. Dist. per estimated Lat. and Long. Chron. 131 miles. Got into the gulf [stream] about 2 p.m.; calm, and at 4 a.m. breeze from the E N E, squally weather. . . .

June 12th. I think we got out of the gulf about 6 a.M. . . .

June 13th. During these 24 hours pleasant with light

haze, wind from N E to S E. . . . Sounded in 35 fathoms of water bottom grey sand; find the estimated error of chronometer to be 1° to the Westward, therefore the Long. D. R. is $74^{\circ} 38'$ instead of $75^{\circ} 38'$. At midnight hauled off the land one point.

June 14th. At 4 a.m. hauled up for the land N by E $\frac{1}{2}$ E. At 7.30 a.m. received on board a pilot from New York. At Meridian find by Barnegat Lighthouse that the chronometer is $1^{\circ} 13'$ in error. Since leaving Island of Ascencion the error is to the westward, a total error of 9 m. 47 sec. since leaving the Congo River, and a difference since leaving the Island of Ascencion, a period of 29 days, of 4 m. 52 sec. gained, or $1^{\circ} 13'$ West. At Meridian Lat. D. R. $39^{\circ} 48'$, Lat. by Obs. of Barnegat Light $39^{\circ} 46'$. Lg. by face of Chron. $75^{\circ} 09'$, by D. R. $73^{\circ} 56'$ W. Ascertained errors above, standing along the coast for Sandy Hook. Dist. per Obs. 175 miles. . . .

Went to the Astor House on the evening of the 14th of June, directly after securing the Prize Bark Orion at the Navy Yard. . . .

APPENDIX

APPENDIX

CRUISE OF THE DECATUR

By Commodore Thomas S. Phelps, U. S. Navy

[Among the officers of the U. S. Sloop-of-war Decatur on her cruise to the Pacific, 1854-1857, was Passed Midshipman Thomas S. Phelps, acting master and promoted to lieutenant during the voyage. On her outward passage from Hampton Roads the Decatur cast anchor in the harbor of Rio de Janeiro August 27, 1854, and at this point we begin to quote from Commodore Phelps's narrative.]

EIGHTY-THREE DAYS IN THE STRAIT OF MAGELLAN,
ON BOARD THE UNITED STATES
SHIP DECATUR, 1854-55.¹

As no ship of the Decatur's class had ever sailed from east to west through the Strait of Magellan,—several having failed in attempting it,—and to settle existing doubts regarding this passage in the interests of commerce, in addition to personal preferences, and also “to afford exercise and excitement to those under him,” as required by his instructions, Captain Sterrett decided upon making an effort to reach the Pacific by this route, and while in port all obtainable information regarding that body of water was collected and carefully digested;

¹ The United Service, March, 1883.

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and the arrival of the United States steamer Massachusetts, on September 9, also *en route* to the Pacific, removed any uncertainty, if any existed, as to the feasibility of the undertaking, as by sailing in company any serious impediments arising under canvas could be overcome by the steam generated in the boilers of that vessel. Therefore it was decided that the two ships should remain together until their arrival in the western ocean, designating certain positions along the coast for rendezvousing in case of separating.

Both vessels being ready for sea, on September 21 the Massachusetts took her consort in tow, and when clear of the land cast off the hawsers, hauled fires, triced up the propeller, and the two ships made sail, standing to the southward in company.

September 22 commenced with a moderate southeast gale, accompanied by heavy rain-squalls, and during the early evening, while making the ship snug for the night by triple reefing the topsails and sending down the pole topgallant-masts, the steamer was reported as "keeping away"; and while endeavoring to ascertain her object for so doing, a rain-squall suddenly hid her from view, and supposing she had borne away to ease the topgallant-masts in her effort to strike them, the Decatur's helm was put a-weather to avoid separating, and occasional guns fired to indicate her position; but the rain continuing and no response being made, in half an hour she was brought to the wind again to avoid a lee shore. The weather having cleared during the night, and the Massachusetts not visible at daylight, sail was made for the first point of rendezvous; but not finding her there or at any of the designated places, the Decatur pursued her way alone towards the strait, encountering only a

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few hours of dirty weather while passing the Rio de la Plata. . . .

At 9 A.M., October 13, the weather being favorable and the wind westerly, the ship filled and stood to the southward, giving Cape Virgin a berth of two and a quarter miles (passing it in ten fathoms of water), and two hours later the Decatur had rounded Dungeness and was fairly in the eastern entrance to the Strait of Magellan, when the wind failing, she drifted in some five or six miles with a flood-tide, and about the same distance out again on the P.M. ebb. Thus commenced one of the most persistent, determined, desperate struggles ever entered into by a ship against the elements, and her failure in achieving a triumphant success was due solely to a difference of twelve inches in the trim, she being on an even keel, or by the head, instead of a foot or more by the stern. In the former condition the Decatur was dull and heavy in her movements, but in the latter few vessels could surpass her in working to windward.

Throughout the day huge columns of smoke ascended from the high lands forming Cape Espiritu Santo in Tierra del Fuego. A similar unexplained phenomenon in Magellan's time furnished a name for this desolate and uninteresting country. At midnight a breeze springing up with the flood, course was laid for Cape Possession, the vessel keeping in forty fathoms water, and at daylight that promontory bore northeast four miles away on the starboard quarter; and while standing towards Narrow Bank (any approach to Orange Bank being readily indicated by the lead) the water suddenly shoaled from twenty-one to six fathoms, and after several stretches in from five to six fathoms the

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ship succeeded in regaining the channel, when the stream anchor was let go in twenty-one fathoms to await the flood-tide, which, it is said, rises twenty-seven feet in this neighborhood. At 3 P.M. a light northeast breeze rising with the incoming tide, the ship weighed anchor and passed the First Narrows with port studding-sails set, while the solemn penguins, standing on the rocky cliffs, grimly viewed the novel spectacle of a warship disturbing the solitude of these inland Patagonian waters. The wind dying out soon after leaving the narrows, good anchorage was found in fourteen fathoms about two miles from Barancas' Bluff, where the current did not exceed two and a half knots on either tide,—reported to rise eighteen feet on one side of St. Philip's Bay and twenty-seven on the other,—and across which, and north of Triton Bank, the ship sailed on the 15th, and anchored in seventeen fathoms (on clay bottom covered with shells), abreast of the sand-hills forming Cape Gregory. . . .

On the 18th, the weather being unusually fine, the Second Narrows were soon cleared, when a sudden gale from the westward drove the ship back to leeward of Cape Gregory, where, in half an hour after anchoring, she was plunging her three head-booms under "at every jump." At six o'clock on the following morning, with favorable weather, the ship, without difficulty, passed the narrows from which she was driven the previous evening, and entered Royal Roads, when the wind heading and falling light, she sagged over towards Oazy Harbor, where the anchor was let go in seven and a half fathoms. . . .

The next morning, soon after leaving Laredo Bay, in consequence of the lead indicating a shoal not laid down

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on the chart, the anchor was dropped "under foot," and an extensive bank, with from three to five fathoms on it, carefully examined. This accomplished and night approaching, the ship returned to her last anchorage, and on the following day succeeded in working to the southward about six miles, and "came to" in Catalina Bay. On the ensuing morning the barometer stood at 28.88 inches, notwithstanding the weather continued remarkably fine throughout the day. With light head-winds prevailing, the ship beat to within three miles of Sandy Point, when the breeze failing, the anchor was let go in seventeen and a half fathoms, about three-quarters of a mile from the shore, and abreast of where the country commences to be thickly wooded.

At this period the barometer was considered of little use in the Cape Horn region; but long before the Decatur entered the Pacific I became satisfied that by substituting 29.50 inches for the zero instead of 30 inches, and with due regard to the probabilities in the neighboring reaches, its reliability would seldom be questioned. It is not unusual to be riding with good weather and but little wind in one reach while a tempest is raging in another only a few miles away, and of whose proximity the glass invariably gives notice, although the observer may be in utter ignorance of the fact. A ship may be driving under "bare poles" in one channel, and on turning into another, deviating only a few points in its direction, suddenly find herself becalmed. This was by no means an unusual occurrence during the Decatur's buffetings in these waters.

On the 27th, the wind being ahead, the ship worked to the southward of Sandy Point, and anchored near the Chili Settlement. . . .

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On the 31st the ship was again under way, and after "hard beating" for thirty-six hours, the wind heading on both tacks and furious "williwaws" frequent, she reached Port Famine, where there is a snug harbor, plenty of game, driftwood, excellent drinking water, procured from shallow wells dug in the beach above tide-mark, and the ruins of the old settlement. . . .

November 4 found the Decatur once more out in the strait braced for a struggle, of the nature of which her people fortunately had no conception. Through thick weather, heavy rains, and fierce squalls, steadily she fought her way past Point Isidro, the southeastern base of Mount Tarn, a snow-covered mountain two thousand six hundred and two feet high, and afterwards over the ground where the Atlantic and Pacific tides meet and separate. By 6 P.M. she had battled her way into the Bay of St. Nicholas, seven miles eastward from Cape Froward,—a grand, high, abrupt promontory, forming the extreme southern end of the continent, and the intermediate point between the two oceans. The following day being too unfavorable for moving, sickly attempts were made to explore De Gennes River and the neighboring shores, resulting only in thoroughly drenching the entire party.

At an early hour the next morning the ship was in the strait again, her track forming innumerable "fakes," consequent upon both the wind and sea uniting their retarding forces to a degree that rendered "staying" out of the question; and throughout that day and the succeeding night, and until the following evening, she wore from shore to shore, when the moderating elements enabled her to reach Snug Bay, fourteen miles from the harbor she had left thirty-five hours before.

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This bay possesses a fine, capacious anchorage; but, owing to the high, precipitous mountains forming the northern and eastern sides, it appears to be only what the name implies, a small, snug harbor. Eastward from the islet, and also from a rocky reef extending from it in a northwesterly direction to the shore, there is excellent anchorage all over the bay until close in with the beach, in from six to eight fathoms, with good holding-ground. . . .

Weighing from Snug Bay, by 5 P.M. the ship had worked seven miles to windward and found a quiet resting-place in Wood's Bay, a short distance eastward from Cape Holland, where the scenery to the northward and westward is exceedingly grand,—the sharp snow-capped peaks rising many thousands of feet above the sea-level and standing in bold relief against a leaden sky.

November 9 commenced with light northerly airs and drizzling rain, which at noon was succeeded by a strong westerly gale and a chop-sea; nevertheless, by 6 P.M. the ship had made fourteen miles and was heading into Fortescue Bay, when a furious "williwaw" drove her out into the strait again, where, before its force became exhausted, the current had swept the vessel to leeward of the harbor, and the inky darkness of the night hiding the rocky shores until they were close aboard, she was forced to remain out, battling with the wind and sea, wearing every few minutes to avoid besetting dangers, until daylight appeared, when, with reefs shaken out and all hands on deck, at 2 P.M. a hard fight had been won, and the anchor rested on the bottom of Fortescue Bay.

This fine open roadstead is frequently of difficult

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access under sail, owing to the furious gusts and baffling winds from the valley north of Mount Cross, up which, for three-quarters of a mile, extends Port Gallant, a very snug land-locked harbor, separated from Fortescue Bay by Wigwam Island and a rocky point projecting from the base of the above-named mount. In the northwest angle of this bay is to be found the best anchorage with excellent holding-ground, giving room to swing clear of the kelp and to veer, if necessary; and, although exposed to the southward and eastward, is well protected from any wind liable to injure. In the kelp along the bay-shore were to be found spider-crabs of immense size and of unsurpassed delicacy. On pressing these monster crabs flat upon deck, the smallest one caught measured three, and the largest four feet two inches between the extremities of the opposite legs. . . .

On the 10th, 14th, 16th, and 19th of November, against strong currents and westerly gales, accompanied with severe squalls of rain, hail, and snow, desperate attempts were made to reach the next anchorage in York Roads, fourteen miles farther to the westward, but the poor ship, forced to the utmost of her sail capacity, although frequently to windward of her port with every prospect of making it, would be swept to leeward by the tide and baffling squalls, and at eventide be obliged to run for Fortescue Bay, as remaining under way, unless forced to do so, was out of the question, for any one experiencing a night under sail in either of the three Middle Reaches will never care to repeat an experiment where many years of anxiety can be easily crowded into a few hours of time. Finally, on November 21, with variable winds and weather, and aided by a favorable slant, the ship triumphantly passed York Roads, and

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encountering a strong ebb, rapidly worked to the westward, and after passing through a mass of anchored kelp half a mile from Jerome Point, where six fathoms were found, at 3 P.M. she was safely at anchor in Borja Bay, twenty-three miles from the place of departure.

Borja Bay is a semicircular cove, a quarter of a mile wide and one-third of a mile deep, with good water and tenacious holding-ground close in to the kelp lining the shore, and nearly to the water's edge is surrounded by a forest of excellent steaming wood. Here I will mention that, with the exception of Cordes and St. Andrew's Bays, the shores of all the anchorages on the north side of the strait between Sandy Point and Borja Bay are thickly wooded, but from the latter bay to the Pacific the coast is nearly barren of vegetation.

Eastward from the cove, for half a mile, good anchorage will be found within three-fourths of a cable's length from the shore, in from fifteen to twenty-five fathoms, with excellent ground of yellow clay, and where the current constantly sets eastwardly along the land. The Decatur rode out several heavy gales here when unable to reach the cove.

Owing to strong gales and heavy rains the 22d was devoted to procuring wood and water, but at 1 P.M. on the following day, the wind having moderated and hauled to the northward, the ship weighed and worked to the westward in Long Reach as far as Langara Bay, when at sunset the wind suddenly failed, followed by a calm. After nightfall the intense darkness rendered the shores invisible until they were in dangerous proximity to the ship, and the prospect became anything but a promising one. At 8 P.M. a storm of wind, rain, and sleet came tearing down the reach from the westward,

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threatening to sweep all before it, and after receiving its first stunning blow the ship righted, and gathering headway endeavored to maintain her position, but her head reaching in a channel only two miles wide necessarily rendered a frequent change in the direction of her course, and as tacking under the circumstances was simply an impossibility, wearing ship every ten or fifteen minutes rapidly sent the vessel to leeward, and at midnight she was back in Crooked Reach, between Cape Quod and El Morion.

El Morion, or St. David's Head, is a high, helmet-shaped headland of solid granite, rising perpendicularly from the water, which is both bold and deep at its base, and projecting from the Fuegian shore to the mid-channel of Long Reach, forms the southern cape to the western entrance of Crooked Reach, and any vessel driving down the former before a storm on a night of impenetrable darkness neglecting to "port the helm" at the right instant would dash headlong against this adamantine wall, and the first indication of impending danger would be the crashing of her head-booms.

At 6 A.M. catching a glimpse of Ortiz Island, an effort was made to reach Borja Bay, but when within a few rods of an anchorage a furious squall sent the ship spinning round within fifty feet of the shore, and when out in the strait again, another forced her back to York Roads, where a harbor was secured half an hour later.

At half-past four o'clock on the morning of November 25, the wind being light from north by east and the tide ebb, the ship weighed, and an hour later entered Long Reach, when the wind hauled ahead in a good topgallant working breeze, steadily holding until midnight, when it became somewhat puffy, while the

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weather continued mild and the sky overcast, with no indication of a change either by the barometer or otherwise. At 3.30 A.M., November 26, when within a short distance of Playa Parda Cove, requiring only one more southerly stretch to reach the anchorage, Captain Sterrett, under the influence of a presentiment and to the surprise of all, ordered sail to be reduced to close-reefed main-topsail and fore-storm-staysail, but before the mandate could be fully obeyed the proximity of the northern shore necessitated a change of course, and when before the wind, while in the act of wearing, one of the most terrific squalls I have ever experienced struck the ship, accompanied with apparently a solid mass of water, stunning and bewildering in its effects, instantly penetrating the clothing and drenching to the skin all those upon whom it fell, and at the same instant the vessel, settling under the tremendous pressure and trembling from truck to keel, as the endangered yards threatened to break from the masts, rushed madly into the wind, and under the helm's influence instantly fell off, and finally righted before the tempest, now pressing her bows under until the water, forced through the four hawse-holes, stood between two and three feet deep under the forecastle. The main-topsail was quickly branded [handed?], and under fore-storm-staysail the Decatur sped at a fearful rate down the confined reach, now one broad sheet of driving spray enshrouding the ship in an impenetrable cloud of blinding mist, rain, and sleet, while the officer at the conn prayed for a glimpse of the land or daylight, knowing too well that El Morion lay in the path, and that certain destruction awaited the ship should he fail to turn Cape Quod at the right moment, which, in the absence of any guide,

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seemed imminent. Fortunately, however, less than an hour afterwards, on passing Cape Notch, barely visible through the obscurity, a slight moderation in the storm's force induced an effort to save a portion of the distance gained with so much toil and time, but after two or three futile attempts to "heave to," consequent upon want of room to handle ship, she continued to drive until six o'clock A.M., when an anchorage was secured in York Roads, having made thirty-seven miles in two hours and forty-five minutes, and a great portion of that distance under "bare poles."

Thirteen days of stormy weather now confined the ship in York Roads, during which time fishing and hunting were fully indulged in, though, probably in consequence of strong winds and heavy rains, with the exception of one day when one hundred and twenty-three mullet were caught by hauling the seine, the efforts made resulted in little beyond thorough wettings to the ambitious sportsmen.

Consequent upon the flood-tide from the Pacific flowing eastwardly through the Western Reaches to its terminal point near Cape Froward, and the waters from Jerome Channel emptying the Otway and Skyring Basins during the ebb, forming a strong surface current in the same direction, and felt beyond Fortescue Bay, English Reach is, perhaps, the most difficult one in the Strait of Magellan,—a vessel, until past Jerome Channel, having to struggle against adverse currents on both sides. Next to English, Long Reach possesses more difficulties for a vessel under sail than any of the others, owing to its narrow channel and the absence of available harbors between Cape Quod and Havannah Point, a distance of thirty-five miles, and averaging only two and

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a half in width, with the working space reduced to less than two.

December 9 once more saw the ship under way, and after a hard struggle she succeeded in reaching Borja Bay, where inclement weather detained her until the 12th, when another attempt was made to proceed; but a calm and an easterly current necessitated towing back by the boats, and when near the entrance of the harbor a squall obliged the vessel to "come to" in thirty-seven fathoms; and when tailing in a southeasterly direction with seventy-five fathoms of chain out, one hundred and fifty fathoms of water were found under the stern. The anchor rested on the steep side of a bank, in tenacious yellow clay, and for more than forty hours the ship safely rode through numerous very violent squalls.

The Decatur having been out from Rio two months and nineteen days, and with a sadly diminished provision list, Captain Sterrett now assembled the crew and informed them of the necessity of reducing the ration one-half, and declared his intention, with their concurrence, to continue the efforts to pass the strait until there were only twenty-one days' quarter rations on board, when he proposed to "run for Montevideo, fill the ship with provisions, and return to continue the fight until the Pacific was reached"; to which every officer and man favorably and enthusiastically responded, preferring to be subjected to any number of hardships and deprivations rather than suffer defeat.

About this time scurvy appeared among the crew, and as a possible check to its spreading Surgeon Jeffery personally collected and carried on board several boat-loads of wild celery and water-cresses, explaining to the men the benefits to be derived from partaking freely of

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those vegetables; and although they were particularly fond of these edibles, the very fact of the doctor's interest and trouble in the matter served only to defeat his laudable intentions until they began to seriously suffer, when a compliance with his demands soon eradicated the disease entirely.

The 14th and 17th were consumed in efforts to pass through Long Reach (the two intervening days being taken up with gales of wind and rain), resulting in being driven back, and, with difficulty, in regaining the anchorage near Borja Bay. At five o'clock on the morning of December 18 the Decatur was again fighting with the elements in Long Reach; but, forced to succumb, she returned to her anchorage, her people determined, cheerful, and hopeful. At 2 P.M., to the astonishment of all on board, the United States steamer Massachusetts—supposed to have been at Valparaiso weeks before—was discovered turning from English into Crooked Reach (but under a different rig from the one carried when last seen), and the satisfaction experienced at this opportune reunion of the two vessels can better be imagined than expressed; nor was that astonishment lessened when they learned that during the squall on the evening of September 22 the steamer had lost her main- and mizzen-masts, and barely saved the fore from going by the board also; the disaster having been occasioned chiefly by the low stowage of heavy anchors and chains destined for California. Soon after the steamer's return to Rio (on the 23d), in order to replace her lost spars, an outward-bound vessel carried to New York a dispatch penned by a *Herald* correspondent, stating that "during a heavy gale, which dismasted the Massachusetts, the United States ship Decatur sud-

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denly disappeared in a furious squall, and it was believed that she had gone down, carrying all on board with her to the bottom." An article written with little judgment, and productive of infinite and useless distress.

The Massachusetts, having been furnished with seventy cords of wood to eke out her somewhat scanty stock of coal, at early daylight on December 20 (the wind at the time being light from southeast, and against the remonstrances of both the commander and navigator of the sailing-ship, who, by a terrible experience, had learned the significance of a light breeze from that direction) raised steam, and on getting under way was followed by her consort out into the strait, where the former received the end of a hawser from the latter, and before the boat carrying it could return, a sudden, furious wind howling down Long Reach forced the Decatur to wear short round to avoid going on the Fuegian shore, and afterwards to run before it, with the boat dragging by the now trailing hawser, which the crew had succeeded in grasping; and on passing Jerome Point, to prevent swamping they let go, and after a perilous "pull" fortunately reached York River in safety. A few minutes later the ship was "brought to the wind" in order to hold her own until the gale abated sufficiently for her to enter York Roads, without the chances of taking ground in a roadstead where there was scarcely room for "rounding to" in the storm now raging. Meanwhile the Massachusetts, unable to steam back to her anchorage, and steadily losing ground, finally wore and ran for Fortescue Bay. At 2 P.M., during a lull, the Decatur kept away for the haven under her lee, when a terrific squall obliged her to "up helm," and she went tearing down English Reach at a

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tremendous pace, leaving the cutter behind; and an hour later, on rounding into Fortescue Bay, another furious squall forced her out into the strait, where, under storm-mizzen and main-spencer, she rode quietly without head-reaching, merely drifting before the tempest. While furling sails, Robert Hamilton, seaman, lost his footing through the unexpected rendering of the "bight" of a furling line, which he imagined taut round the sail, and striking the fore-castle head downwards, died instantly.

The boat left behind at York River, on seeing the ship disappearing to the eastward, put out after her, and, to the surprise of all, safely reached Fortescue Bay, where her crew found a temporary asylum on the steamer.

The *Decatur*, by riding under after-canvas alone, remained in the middle of the stream with a moderate movement to leeward, and relieved the commander and navigator of a world of anxiety which any efforts to maintain a weatherly position under sail would have insured, while the constant "wearing ship" throughout the night to effect that object would have carried her many miles to the eastward of the place she occupied on the following morning,—about five miles west of Cape Holland,—and from which position she bore away for Wood's Bay in order to render the last sad rites to a deceased and lamented shipmate.

Now, on the 21st of December, the ship rode at anchor in the harbor whence she had sailed on November 9, and, considering the weather experienced the ensuing week, had Captain Sterrett acted upon his own judgment, and not weighed from Borja Bay during the continuance of a light southeasterly wind, his vessel

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probably would have reached the Pacific without further serious difficulty. The following day, after a "tough beat" of fourteen hours, the ship anchored on a bank abreast of Cordes Bay, extending nearly a mile southwesterly from Muscle Island, where there is unsurpassed holding-ground, composed of yellow clay and pebbles, covered with a shallow layer of sand, broken shells, and coral, resembling bran more than anything else.

Two days later, for the last time, the Decatur entered Fortescue Bay, and on Christmas, in tow of the Massachusetts, regained Borja Bay, from which port the two vessels departed on the 26th, and after progressing about ten miles in Long Reach, steaming smoothly along close to the north shore to avoid an adverse current, and when to windward of and uncomfortably near to a projecting rocky point, the steamer, without warning or ostensible cause, cast off both tow-lines, leaving her consort, with every sail snug in the gaskets and two hundred fathoms of hawser in the water hanging under her bows, to save herself the best way she could. The experience gained by more than two months in this strait, together with the admirable discipline on board, now told, and in less time than it takes to narrate it the men were on the yards, topsails sheeted home and mast-headed, jibs hoisted, fore tack boarded, and the ship, with helm hard a-starboard, head-yard abox, after ones square, and head-sheets to windward, was wearing sharply round, barely clearing the danger close aboard under her lee; and when in the stream with hawsers coiled away, the steamer disappearing in the distance, night approaching, and failing to find an anchorage in Orsono Bay, she returned to her old berth in a bay whose name had be-

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come more familiar than a household word. The next morning the Massachusetts made her appearance, with no excuse to offer on the part of her commanding officer for the performance of the preceding evening, and on the following day she again took the Decatur in tow, and finally succeeded in carrying her to Playa Parda Cove, thirty-three miles from Borja Bay.

Playa Parda Cove is an oval-shaped basin, rather more than half a mile in its greatest diameter, and somewhat less in its shorter one, with from four to six fathoms water; is completely land-locked, sheltered from every wind by precipitous mountains and high hills, and connected with the outer harbor by a clean, narrow channel, with six fathoms in it, and the water bold close to either shore. The outer harbor is three-fourths of a mile wide and less than half a mile deep, averaging about six fathoms all over it, and with scattered sprigs of kelp extending half-way across from the western shore, among which excellent pan fish readily took the hook. This anchorage is a good one, with fine holding-ground, and tolerably well sheltered from the winds to be mostly feared, though squalls from Playa Parda Bay will sometimes necessitate a close watch upon the "drift-lead." The best place to anchor is near the centre of the roadstead abreast of Middle Point, where, with a good scope of chain and a vigilant observance upon the anchors, I see no reason for a ship's dragging into a dangerous neighborhood. A careful and thorough search failed to develop any lurking dangers outside the kelp on the several points.

In this desolate region, beyond the grandeur of the scenery little can be said in its favor; one or two

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glaciers, a few stunted trees, scarcity of game, and the shores well covered with small, pearly mussels, limpets, tritons, sea-eggs, etc., to which may be added gales and squalls of unprecedented violence, rain, hail, and snow, about complete the picture.

The first day of January, 1855, passed away quietly with moderate and variable winds, and at an early hour on the ensuing morning, with the steamer ahead, both vessels soon entered Sea Reach, where the strait suddenly widens from two and a half to five, and soon afterwards to fifteen miles. With the exception of encountering a short, heavy swell on leaving Long Reach and passing many Fuegian canoes, little of interest transpired; and after being towed against a strong westerly wind throughout the succeeding night (during which the commander of the steamer frequently threatened to cast the Decatur adrift), at six o'clock the next morning the two vessels were riding at their anchors in the Harbor of Mercy (five miles from the Pacific Ocean) in eleven and a half fathoms, where occasional branches of anchored kelp were showing on the water all the way across the entrance. . . .

On the 4th of January, 1855, the weather being clear, the morning bright and beautiful, with a light westerly breeze stirring, and a gentle swell rolling in from the ocean, the Decatur, towed by the Massachusetts, at last emerged from the western entrance of the Strait of Magellan,—her objective-point for eighty-three days,—and, when twenty miles off shore, the two ships, under sail, separated, both steering for Valparaiso. . . .

Regarding the meteorological and other conditions of the straits through which the Decatur had just

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passed, I will mention here that from Cape Virgin to Sandy Point, with the exception of one "clear storm," and another accompanied with rain and snow, the weather was fine and pleasant, with few or no clouds to be seen, excepting over the distant mountains; but between Sandy Point and the Harbor of Mercy, a period of sixty-eight days, there were only one or two on which either rain or snow or both did not fall; and on December 23 the ship had dry decks for the first time after leaving Sandy Point, on the 31st of October. There were only a few days of continued rain, and, considering the latitude, the entire fall did not appear excessive,—the principal amount being received from showers in English and Long Reaches. During the eighty-three days' experience between Capes Virgin and Pillar the mean temperature was 45.28° , the maximum 58° , and the minimum 29° , and on two occasions only did the mercury fall to 32° or below. In these so-called Cape Horn latitudes any winds blowing over the Pacific Ocean from the north round by west to south, on striking the coast, are drawn eastwardly between the lofty, precipitous mountains forming the occidental reaches, and produce an almost perennial westerly wind in these channels. The weather in the reaches eastward from Cape Froward will offer no criterion for the meteorological influences to be experienced in those to the westward of that point. . . .

The 17th of January saw the Decatur at anchor before the city of Valparaiso, missing by two days the semi-monthly steamer plying to Panama. In port was the flag-ship St. Lawrence, Commodore Mervine, and from her officers it was ascertained that weeks before all

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hope of the Decatur's safety had been abandoned, and their impressions in that respect duly forwarded to the United States.

Sailing from Valparaiso on January 26, the Decatur arrived at Honolulu, Hawaii Islands, March 8, and some two months later her people learned that, owing to a disabled steamer, news of the ship's safety was not received in the United States until March 25, sixty-seven days after reaching port, and two days after she had been classed as lost on the 23d of September, 1854, and the names of the following officers, together with those of the crew, erased from the register of the Navy Department, viz.: Commander, Isaac S. Sterrett; Lieutenants, Edward Middleton, Andrew J. Drake, Aaron K. Hughes; Acting Master, Passed Midshipman Thomas S. Phelps; Purser, John J. Jones; Surgeon, Richard W. Jeffery; Assistant Surgeon, John Y. Taylor; Passed Midshipmen, Francis G. Dallas, George U. Morris; Midshipmen, M. C. Campbell, John G. Mitchell; Boatswain, Henry Bright; Gunner, R. M. Stocking; Carpenter, Joseph E. Miller; Sail-Maker, Augustus A. Warren; Captain's Clerk, James S. Sterrett; all of whom were not regretful in disappointing those whose promotions would have been effected by the foundering of the United States sloop-of-war Decatur.

[From Honolulu the Decatur sailed for Puget Sound and cast anchor at Port Townsend July 19, 1855. After learning of the condition of affairs in the Territory she proceeded to the Mare Island Navy Yard, California, for provisions and ammunition, returned to Puget

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Sound, and anchored off Seattle October 4th. Commodore Phelps here resumes his narrative.]

REMINISCENCES OF SEATTLE, WASHINGTON TERRITORY, AND THE U. S. SLOOP-OF-WAR DECATUR, DURING THE INDIAN WAR OF 1855-56.¹

The Decatur was only a few hours in port before we had a fair understanding of existing affairs. During the interval between that ship's departure in July and her return the passive attitude of the Indians had changed to an active one. The Klikat and Spokane Indians first united with hostile intentions, and soon were joined by the Palouses, Walla-Walla, Yakami, Kamiak, Nisqually, Puyallup, Lake, and other tribes, estimated at six thousand warriors, marshaled under the three generals-in-chief Coquilton, Owhi, and Lushi, assisted by many subordinate chiefs. . . .

Excepting . . . three tribes, . . . and a few of the Duwam-sh race residing in and around Seattle, the entire body of Indians in the Territory were united against the colonists, who were poor, without military resources, save a few rifles and old fowling-pieces, and beyond themselves their only hope rested upon the two companies of the Third U. S. Artillery, acting as infantry, commanded by Captain E. D. Keyes, U. S. A., and stationed at Fort Steilacoom, situated about a mile east of the town bearing that name. Unfortunately, at this time their prospects of assistance were lessened by the absence of one company, under Lieutenant Slaughter, upon a reconnoitring expedition to the Naches Pass, and of whose safety serious doubts were entertained. Various extravagant rumors were in circulation, and the

¹ The United Service, December, 1881.

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minds of the people naturally became unsettled and prepared to credit any report however marvelous, and when, about October 1, a man by the name of Porter was attacked by a few Indians (but who succeeded in escaping to Steilacoom), a panic was created.

The farmers of Kings County abandoned their homes and fled with their families to Seattle, where, uniting with the townspeople, they lost no time in constructing a blockhouse on the mound of sufficient capacity to protect them against the incursion of the savage horde momentarily expected; and at this juncture, when all hope of assistance from the outside world was given up, the appearance of the Decatur rounding West Point was such an unexpected acquisition of good fortune to the anxious and despondent settlers that they seemed to feel as if a reprieve from sudden death had been granted, and the transition from despair to unrestrained joy may be imagined but not described. . . .

On the 18th the alarm of the citizens was seriously augmented by the arrival from Fort Colville of six Frenchmen, who were positive of the union of the Klikitat, Spokane, Palouse, Walla-Walla, and Yakami Indians for hostile purposes, and had been assured by the chief of the latter tribe that on October 6 he had attacked and destroyed a company of soldiers, thereby securing a good supply of arms and ammunition, enabling him to assume the offensive and also to secure all the mountain passes and rivers.

This probably was the Indian version of a report received through another channel the next day, that on the 6th Major Haller's command had charged and routed a body of Indians, with severe loss on both sides, the soldiers remaining in possession of the field.

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Following this came the news of Lieutenant Slaughter's return from the mountains, where finding the enemy numbering between three and four thousand, he deemed it expedient to fall back, first to White River and afterwards to Fort Steilacoom.

These and other kindred stories served as a prelude to the tragedy enacted at the Pup-shulk Prairie on Sunday morning, October 28, when at eight o'clock the savages surprised and murdered three families recently returned to their homes. . . .

The farmers having returned to Seattle, and that place holding about one hundred able-bodied men, to a certain extent the ship was left free to attend to the interests of other places on the sound, and having garrisoned the block-house with a guard of marines under Lieutenant Drake, she sailed on November 20 for Steilacoom, where the people were much excited over a party of some thirty Northern Indians encamped to the southward of the town. Lieutenant Hughes was dispatched with the first cutter to investigate the trouble, and as he landed and was advancing towards them, the Indians wrought to a high pitch of anger by the townsmen, and not comprehending the object of the visit, covered him with their guns and ordered him back, but Hughes, undaunted, pushed onward, and as the Indians were on the point of firing, the squaws, fortunately remaining cool, seized and pressed the muzzles of the rifles down, and by their presence of mind saved the officer's life and their entire band from annihilation. An amicable conversation followed, which resulted in the Indians leaving immediately for Vancouver's Island.

At the fort Captain Keyes was organizing another

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expedition for the field, to be commanded by Lieutenant Slaughter, and being short of officers, Master Dallas was assigned temporarily as aide to Captain Keyes, and Dr. Taylor as surgeon, and Lieutenant Harrison, of the revenue cutter Jefferson Davis, as first lieutenant to Slaughter's command, which in a few days left for the Muckle-shute Prairie, and from that point to carefully examine the White River country through to the head of Duwam-sh Bay.

On the 1st day of December, while meditating a visit to Nisqually and Olympia, alarming news from Seattle came by express, and the ship immediately repaired to that place, when an urgent request was received from Port Madison for the vessel to "come immediately and save the people from a band of Northern Indians who were threatening the lives of the entire settlement." In a few hours the ship was in that harbor, and Captain Sterrett, believing in the possible settlement of a probable misunderstanding by a conference, requested the principal men to assemble on board for that purpose; but the Indians doubting the propriety of subjecting their persons to the tender mercies of the "Bostons"¹ without proper guarantees, which Captain Sterrett declined to give, sent a decided negative, but after many promises and much persuasion he succeeded in gathering a deliberative board of the savages, composed of Scowell, the most powerful chief in all the Territories of Northwestern America, and eighteen minor chiefs, or Tyees, and after giving them an exhibition of the power of heavy guns, the explosive nature of iron shells, and destructive qualities of grape and canister, he explained the situation, the excited state of the settlers, and

¹ Americans.

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in the war already inaugurated the impossibility of distinguishing friends from foes, and concluded by urging them to return to their own country and remain there until the close of hostilities; to which Scowell immediately responded, "In eighteen hours we will leave, and not return till the war is over." Within twelve hours the entire encampment had departed from the waters of Puget Sound.

The object of the trip being satisfactorily concluded, and the state of affairs at Seattle rendering imperative the ship's immediate return, preparation was made to leave, when a canoe arrived from the latter place bringing news of the disaster which had befallen the command of Lieutenant Slaughter near the forks of White and Green Rivers, requiring notice at this time.

The march of the expedition, after leaving Steilacoom, to Muckle-shute was devoid of interest, and after a brief rest at that prairie proceeded down the valley of White River, every precaution being taken against surprise, and notwithstanding the constant fall of rain, neither tents nor fires were permitted until their arrival at the Pup-shulk Prairie, near the forks, where, on December 4, meeting with Captain Hewett, and being assured by that officer of the absence of Indians, his company having thoroughly scoured the neighborhood during the day, Lieutenant Slaughter ordered his men to encamp for the night. Tents were erected, fires kindled, and for the first time in three days the tired and drenched command enjoyed rest and dry clothing.

A deserted log hut was found on the ground, which the officers appropriated for headquarters, and with a rousing fire before the door, made themselves as comfortable as the circumstances would admit. About 10

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o'clock P.M., while Lieutenant Slaughter and Captain Hewett were conversing together inside the hut, and exposed to the open door, with Dr. Taylor and Lieutenant Harrison also in the room, the Indians, who had passed the sentinels unperceived, poured a heavy volley into the encampment, instantly killing Lieutenant Slaughter and wounding others. The awakened garrison were quickly in position, and a fierce fusilade was kept up on both sides until towards dawn, when the Indians retired, leaving on the ground Lieutenant Slaughter, Corporal Berry, and one private of the army, and Corporal Langden, Washington Territory Volunteers, killed, and five men wounded. The intense darkness of the night probably saved the command from annihilation. On December 6 the expedition, with the remains of Lieutenant Slaughter, arrived at Seattle, and returned to Fort Steilacoom by water. . . .

On the morning of December 7 the Decatur, with William Webster, pilot, in charge, weighed anchor, and while working to the southward against a light head wind, and at about high water, at 2 P.M., being close in with Bainbridge Island, struck upon a rocky reef making in a southeasterly direction from the land, a danger of which the pilot was entirely ignorant. A sharp point penetrated the keel and held the ship against every attempt to back her off, and by the time an anchor could be carried out and the heavy guns run aft, the tide had fallen sufficiently to render futile every effort to move her. The rise and fall of the tide was between thirteen and fourteen feet, and as it subsided the ship canted rankly to starboard, and appeared to be held at a point about ten feet abaft the foremast. About 5 o'clock P.M. a loud, sharp report was heard, accompanied with a

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severe trembling of the vessel, and an examination for the cause revealed the fact of her starboard bilge bearing upon a sharp ridge of a ledge, with the side from the keel up being stove in; the main rail between the fore- and mainmasts arched nearly two feet, and the seams opened an inch or more. At low tide the ship rested as follows, viz.: the stern on the bottom, where there was only three feet of water, the bilge under the after part of the fore-channels on a sharp, rocky ridge, and the keel upheld by the pointed rock before mentioned.

Thus she was sustained at two points, the stern and bilge, with the forefoot elevated about five feet above the sand. Had she gone ten feet farther, the ship would have been evenly balanced in the air at low water. The open seams were calked with blankets, and every preparation made to float her at high water. About six o'clock the next morning, during a moderate squall, the ship backed off, and soon under a press of canvas was beating back to Seattle, where, after a vexatious passage, contending against head winds and calms, she arrived in thirty hours.

On the 10th of December the command of the Decatur was transferred to Commander Guert Gansevoort, U. S. N., Captain Sterrett having been placed on the reserved list of the navy by the action of the retiring board of 1855, in consequence of false charges having been preferred and the defendant adjudged guilty without a hearing. Subsequently, however, he was triumphantly vindicated before a proper tribunal, and one of the most genial and efficient officers of the navy was restored to the active list. As a seaman, he had no superior in or out of the service. The ship was now taken

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to Yesler's wharf, the topmast and yards sent on shore, hold broken out, battery removed to the wharf, and at high water hauled as far up on the shore as it was possible to get her, so that when the tide was at its lowest ebb she was nearly "high and dry." An examination showed the keel, keelson, and side up to the water-line to be badly broken, the latter stove in, and the starboard side from bridleport to mainmast, and rail to keel, frame-knees, lining, and outside planking, excepting an inch of the outer surface, completely dry-rotted.

The carpenter's crew immediately commenced the repairs by jacking the side into place, filling in with new wood; bracing with strong timbers, calking, felting, and sheathing the outside; working day and night till the 19th of January, when the battery was remounted, and the ship once more rode to her anchor, where she could command nearly every part of the town with her guns.

During the twenty days the ship lay on the beach undergoing repairs many incidents worthy of notice occurred, among which the following may be considered the most interesting. Early in the month, Lushi, eluding the watch of Steilacoom, gained the reservation near that town, and while endeavoring to corrupt the Indians there, notice of his presence was conveyed to Captain Keyes, who immediately dispatched Captain Maloney and company in the Hudson Bay steamer Beaver, kindly loaned for the purpose, to secure the person of that chief for further disposal; but as the Beaver approached the encampment Lushi and his warriors were in battle array awaiting their arrival, but having no cannon or facilities for landing, beyond a small boat capable of holding only three or four persons, Captain Maloney was obliged to return and report the failure

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of his mission; whereupon Captain Keyes embarked in the *Active*¹ for Seattle to borrow the launch and howitzer of the *Decatur*; but they being indispensable for the protection of that place, Captain Gansevoort declined to let them go out of the bay.

The *Active* then steamed away for Steilacoom, where she arrived about midnight of January 6. In the mean while, alarmed for his safety and divining the object of the *Active*'s absence, Lushi quietly returned to the Puyallup River, capturing two white men on his way and carrying them prisoners to his camp.

About ten o'clock on the evening of January 18 the town was thrown into a commotion by the discharge of a musket, apparently near the outskirts in rear of the mound.

The *Decatur*'s crew, who were organized in four divisions, with a howitzer's crew in addition, sprang to arms, repaired to the stations assigned in the event of a surprise, manned the guns mounted to sweep the wharf, and awaited further developments, while the women, children, and others sought refuge in the block-house. . . .

About the 21st of January "Jim"² notified Captain Gansevoort of the Indians having crossed the mountains, and on being joined by the warriors west of the Cascades had formed in two columns, under Coquilton and Owhi, to attack simultaneously both Seattle and Steilacoom, which with their overwhelming forces they hoped to carry, and then pursue their bloody work until not a white inhabitant was left alive in the Territory;

¹ U. S. Coast Survey steamer.

² Yark-ek-e-man, an Indian friendly to the Americans.

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but when on the eve of executing these plans, Coquilton was instructed by a scout that the "Boston war-ship," then aground in Duwam-sh Bay, had her hold full of powder, and to an enterprising chief like himself would become an easy prey, whereupon he had recalled Owhi, and with the united columns was marching upon Seattle to secure the prize providentially placed within his reach; and that secured, the Territory, he reasoned, would be at his mercy, and its final conquest only a matter of time. . . .

The work on the ship was pursued with unremitting vigor until she floated, all ataunto, in the stream. The divisions, skilled in the exercises of battle, nightly occupied the shore, vigilantly guarding the people as they slept, and resting only when the morning light released them from the apprehended attack. The divisions commanded by their respective officers were distributed along the line of the defense in the following order: the fourth, under Lieutenant Dallas, commencing at Southeast Point, extended along the bay shore to the sand-bar, where meeting with the right of the first division, Lieutenant Drake, the latter continued the line facing the swamp to a point half-way from the bar to a hotel situated midway between the bar and Yesler's place, and there joined the second, under Lieutenant Hughes, whose left, resting on the hotel, completed an unbroken line between the latter and Southeast Point, while the howitzer's crew, Lieutenant Morris, was stationed near Plummer's house, to sweep the bar and to operate wherever circumstances demanded. The third division, Lieutenant Phelps, occupied that portion of the neck lying between the swamp and mound east of Yesler's

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place, to secure the approaches leading from the lake, and the marines, under Sergeant Carbine, garrisoned the block-house.

The divisions thus stationed left a gap between the second and third, which the width and impassable nature of the swamp at this place rendered unnecessary to close, thereby enabling a portion of the town to be encompassed, which otherwise would have been exposed.

The distance between the block-house and Southeast Point, following the sinuosities of the bay and swamp shores, was three-quarters of a mile, to be defended by ninety-six men, eighteen marines, and five officers, leaving Gunner Stocking, Carpenter Miller, Clerks Francis and Ferguson, and fifteen men with Lieutenant Middleton to guard the ship. Surgeons Jeffery and Taylor, Purser Jones, and Sail-maker Warren composed the staff of the commanding officer, and did good service on shore. Of the entire ship's company, numbering one hundred and forty-five officers and crew, only one, Hans Carl, an old seaman in the last stage of decline, was unable to answer when the muster-roll was called. . . .

On the 24th the Active came into the harbor, bearing Governor Stevens and staff, accompanied by Captain Keyes and Indian Agent Simmons.

The governor, recently returned from visiting the Cœur d'Alenes and other transmountain tribes, scoffed at the idea of Indian troubles, and on the evening of the 25th concluded a speech addressed to the settlers with these emphatic words: "I have just returned from the countries of the Nez Perces and of the Cœur d'Alenes; I have visited many tribes on the way both going and coming, and I tell you there are not fifty hostile Indians in the Territory, and I believe that the cities of New

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York and San Francisco will as soon be attacked by Indians as this town of Seattle." The effect of this declaration upon his hearers was disheartening in the extreme, for within an hour before their utterance intelligence had been received that "Coquilton with his army was approaching by the way of Lake Duwam-sh, and had been crossing since early in the morning"; and many then resolved to leave the country, which they afterwards did, causing much annoyance to the governor, who attributed their defection to the "improper influence of the officers of the Decatur." Immediately upon closing, the gubernatorial party re-embarked and continued their inspecting tour of the reservations in the lower waters of the inlet.¹

Owing to a singular idiosyncrasy on the part of the people residing in the upper regions of the sound, only a few apparently believed in the danger near at hand, and laughed to scorn the "officers of the ship at Seattle" for their absurd apprehensions of any difficulty with a race too cowardly to resist any aggressions, however serious they might be.

During the afternoon of the 25th, Tecumseh, chief of the Lake Indians, came in with his whole tribe and claimed protection against the hostiles, who designed their destruction in consequence of their adhering to the whites, and they were assigned to a portion of the unoccupied ground in the southern portion of the town with

¹ The Life of Isaac Ingalls Stevens (see especially Vol. II, pp. 162-167) gives quite a different impression of the governor from that here set forth by Commodore Phelps. It is possible that at this time, just after his return from Fort Benton, he was not perfectly familiar with local conditions around Seattle, though his knowledge of the whole Indian situation was surely not deficient. He was probably misunderstood by the naval officers.

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the injunction to keep within their camp and not to stray beyond its bounds.

The protestations of these Indians were received in good faith and an asylum cheerfully accorded; how well deserved the following pages will show. . . .

At midnight, commencing January 26, Tecumseh, Owhi, Lushi, Curley, Yark-eke-e-man, and chiefs of lesser note were assembled in the lodge of the former to decide upon a plan of battle and the necessary details to harmonize the movements of the Indians both in and out of the town. Preliminary to more important business, the council decided upon an indiscriminate slaughter of all the people found in Seattle, including those belonging to the ship. Curley requested an exemption in favor of Mr. Yesler,—always a kind friend to his race,—but being overruled, finally consented that he also should be consigned to destruction with the others. Next, after serious deliberation, they decided that their stranger guests should immediately return to Coquilton by water, and arrange for a simultaneous assault of all the forces under his command; the Indians within the town to provide against a retreat in the direction of the bay, and thus insure the destruction of both people and town, and secure a retreat to the forests before the heavy guns on the ship would be able to open fire; the attack to be made about 2 o'clock A.M. instead of the hour immediately preceding dawn, as is usual with the Indians; and the inadequate garrison being taken by surprise, would, they argued, offer only a feeble resistance to the overwhelming number of determined Indians launched suddenly upon them, and an easy victory be gained with little loss to themselves.

Having satisfactorily completed the programme for

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offensive operations, the two chiefs were on the eve of embarking in a canoe waiting for them on the beach, when Yark-cke-e-man, who had some time previously been accused by the Indians of being too friendly with their enemies, and who was not yet wholly free from the ban of suspicion, now became painfully conscious of his inability to give timely warning of the intended movement, and instantly conceived a way of defeating their well-digested plans, while at the same time he would be enabled to notify those interested in the measures inaugurated for their destruction; and while apparently assenting to every proposition decided in the affirmative, he boldly opposed the method of execution, and counseled the chiefs not to attempt to leave in the manner suggested, for the men guarding the shore would certainly discover and shoot them, "and your death or capture at this juncture," said he, "will defeat the objects we have in view; but rest quiet until morning, and as soon as the crew return to the vessel, you can walk out over the bar, mistaken for Lake Indians; besides, the 'Bostons' are anticipating a night attack and prepared to resist any assault you may make; and if you should succeed, which is doubtful, it will be at the cost of a fearful loss of life; but wait," he added, "until ten o'clock, when the Decatur's men will have breakfasted and gone to sleep; then be prepared to attack with your whole force, leaving the avenues of retreat to the care of the Indians in town, and when ready, overwhelm the place with every warrior in your army, and before the guns of the ship can interfere, every inhabitant will be dead, their dwellings given to the flame, and your people back in safety to the woods.

"Now mass your forces in ambush near the brow of

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the first range of hills, leaving a few exposed in front, and as the Decatur's men land, mistaking them for the main body, they will charge and drive the flying Indians up the hill, and on their reaching your line give them the contents of your guns, and let clubbed muskets and knives do the rest; not a soul can escape, and with canoes the ship will be easily overpowered, and she, together with her ammunition and provisions, will be yours."

This scheme proved too grand in the prospects advanced, and by far too brilliant in its anticipated results, not to find a ready response in every Indian's heart, and without modification the council unanimously voted to substitute it for the original one planned a short time before. . . .

Meanwhile the Decatur's people had gotten themselves ready to partake of their morning meal, and were on the eve of satisfying their appetites, rendered keen by a night's vigils, when the long-roll summoned them to the deck, and ten minutes later found them, breakfastless, under arms at the stations vacated by them a short time before.

The third division was the last in order to leave the ship, and the captain accompanied it to the shore, where the non-combatants of the friendly tribes were hurrying their chattels into canoes and pushing out into the bay. . . .

The third division, while dashing forward to the rendezvous, caught sight of the Indians massed in the Lake trail, and, contrary to orders, charged and drove them to the ridge of the hill before they could be arrested and turned back, and the ambushed Indians, too much astonished at the unexpected retreat to improve the criti-

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cal moment, suffered their enemies to regain their stations unmolested, when the latter, finding a few sapling-stumps for rifle-rests, soon cooled down to their work, while their disappointed foes vainly endeavored to regain the ground they had lost.

The costumes of the officers and men being similar, the puzzled Indians were unable to distinguish one from the other, but the initial movement revealing to them the officer in charge of that command rendered his position an unenviable one during the next five hours of the fight.

Early in the action Klakum, secreted in easy range behind a tree, observing Mr. Peixotto standing on the block-house steps with young Holgate two or three steps above and immediately behind, carefully leveled his rifle at the former and fired; the ball missing its mark penetrated the brain of the latter, and the poor boy fell backward dead upon the floor.

Within an hour after this sad event Hans Carl, the invalided sailor of the Decatur, quietly breathed his last, and his nurse, a colored boy belonging to the ship, came to the front, and upon his reporting the circumstances, I inquired why he had left the body uncared for, to which he replied, "I can't see no good watching dead man when Injuns is round; he ought to look out for his own self when fightin's goin' on, and 'stead watchin' dead body I want to do some of it myself, sah!" The excuse was deemed sufficient, and his conduct under the circumstances warranted. A rifle was placed in his hands, a position in the line given him, and a braver man never endured an Indian fire in battle.

Leaving the third division and marines to hold the Indians in check at the head of the swamp, we turn to

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the south end of the peninsula, where the contestants being separated by the slough, the battle assumed the nature of a long-range duel, where large numbers were engaged and neither party could approach the other without incurring certain destruction, and any attempt at crossing by the sand-bar would have resulted in instant death to any one foolhardy enough to undertake it. The Indians possessed the advantage of position, overwhelming numbers, and in being screened by trees, logs, and bushes, while the whites in the field south of the neck, including citizens who came forward to assist in protecting their families and property, did not number over one hundred men under arms, and, except the protection afforded by a few scattering stumps, the entire party was openly exposed to the storm of bullets constantly sweeping over the slope and ridge.

The roaring of an occasional gun from the ship belching forth its shrieking shell and its explosion in the woods, the sharp report of the howitzer, the incessant rattle of small-arms, and an uninterrupted whistling of bullets, mingled with the furious yells of the Indians, transpiring beneath an overcast and lowering sky, pictured a scene long to be remembered by those who were upon the ground to witness it. A young man, having benefited by the protection afforded by a stump for an hour or more, lost his life by the severance of the spinal column with an Indian bullet, while in the act of running to the rear for the purpose of procuring water to quench his thirst.

Loud above the din of battle could be heard the shrill screaming of the Indian women urging the delinquent warriors to the front, nor were they sparing of their expressions of contempt to the laggards in the fight; and

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when not caring for the wounded or secreting the dead beyond all chance of discovery, any signs of wavering in the ranks brought them like furies to their midst, and woe to the lordly Indian who failed in following their frenzied lead.

Fortunately, as the assembled tribes were ignorant of the language spoken by either of the others, all orders issued by the chiefs and communications between the different people were necessarily uttered in Chinook, a jargon common to them all, which frequently informed us of their movement in advance, and revealed many incidents of the battle they were anxious to conceal, and when a certain 15-second shell created havoc in their midst, knowledge of the event came to us through this channel.

It appeared that when the flight of the missile was nearly spent, its further progress was stopped by their blankets, and while circling around it in a dance with joined hands the shell exploded, dealing death to ten of their number and wounding several more.

Returning to the neck, where the firing had assumed a terrific form on the part of a thousand disappointed Indians assembled on the hillsides and in the valley near the swamp, and made desperate by the blunder committed early in the action, the Indians now seemed bent upon remedying their error by raining bullets upon the little band of men holding them at bay. . . .

The firing continued until 11.45 A.M., when it suddenly ceased in our immediate front, and the deep guttural voice of Coquilton was heard in the centre issuing undistinguishable orders to his responsive lieutenants on the right and left.

A glance at the situation gave warning of his inten-

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tion to strike a blow for the annihilation of my division, and, by turning the flank of the others, place his forces in their rear, when fifteen minutes would decide the battle in his favor and give the town up to his destroying hand; and also notified me to be ready for the decisive moment whenever it should come. Quickly arranging my command to meet the tremendous odds to be launched against it, I had only time to impress their minds with the certainty of our scalps ornamenting an Indian wigwam in the event of any weakness on our part in the assaults to be made, and to receive their welcome and characteristic responses of "Never fear for us, sir; we will stand by you or die in our tracks," when the ship's bell announced the hour of noon, and down came the Indians, like so many demons, tearing through the bushes and filling the air with frightful yells, till they reached the edge of the chaparral, not twenty feet away, where they delivered a terrific volley, and arrested by the firmness of fourteen men, undismayed by their noise and numbers, suddenly turned and sought shelter behind the trees and logs.

At this moment the fate of Seattle hung by a thread. With two bounds, or three at the most, the third division would have gone down like grass before a mower's scythe, and in a few moments the battle have been won, the people given up to indiscriminate slaughter, and the village in flames; but failing to make these bounds, the town remained in our possession and the Indian cause was forever lost.

The Indians, ignoring their fatal error, now appeared bent on overwhelming us with bullets, and from their front and enfilading fire no avenue of escape seemed open, yet throughout those wearying hours of exposure

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to that ceaseless flow of deadly missiles not one of that little band was harmed. Dr. Taylor, Mr. Smithers, and Tom Russel, together with four young men, volunteers from Meig's mill across the sound, now appeared upon the ground, adding seven excellent marksmen to the squad, which continued to hold their own until two o'clock, when the howitzer came to their assistance, and her crew increased the force on the Sawdust to thirty-one, with the important addition of a field-gun throwing a 12-pound projectile, and when the latter was in position, I directed Morris to land a 2-second shrapnel in Klakum's ambuscade. That savage observing my conference with the officer, and suspecting the object of the interview, withdrew behind the tree, and, as he supposed, beyond the reach of any missile approaching his direction; but when, an instant after, a well-directed shrapnel, exploding at the proper time and place, cut away a heavy lock of hair just above his ear, he was unable to comprehend the philosophy of a gun "shooting around a corner," and his well-secured retreat became vacant for the occupancy of any Indian whose ambition might lead in that direction; whether it was taken possession of I am unable to say, but I am certain of experiencing no more trouble from that quarter during the remainder of the day. . . .

Three o'clock came, and also exhaustion for the men, induced by more than twenty-three hours' abstinence from both food and rest, and wearying of drawing the Indians from their cover, another method was deemed expedient for bringing matters to a close.

The non-combatants having been disposed of early in the day,—fifty-two women and children finding refuge on the Decatur, and the remainder on board the bark

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Brontes, waiting for a cargo in the stream, and the adult males being safely housed in the block-house, guarded by the marines, at 3.30 P.M., escorted by Indian bullets, the divisions repaired on board ship, and, manning the battery, the enemy were soon driven beyond the reach of our great guns and kept at bay until after nightfall, when, under cover of the darkness, many efforts were made to set fire to and rob the buildings, but a well-directed shell sent them hurrying away to rejoin their companions in the woods.

At 10 P.M. the last gun was fired and the battle of Seattle was among the things of the past; her enemies had been defeated and turned back into the wilderness from whence they came, never again to rally for the destruction of the people of Washington.

The number of Indians assembled before Seattle is not known; the natives themselves being ignorant of or declining to give any reliable information on the subject, the matter naturally becomes one of conjecture. But if we consider the preparations made, the number of tribes represented, their confidence in being able to conquer Seattle and Steilacoom with a divided army, and by comparing the amount of noise made by their simultaneous shouts with the well-remembered cheers of a line-of-battle ship's crew of a thousand or eleven hundred men, in addition to the length of time they occupied, a pretty fair estimate may be made, and they could not have fallen far short of two thousand souls; also, of the number of killed and wounded we have no means of knowing, the most that the Indians would admit being twenty-eight of the former and eighty of the latter.

That our loss should have been only two killed and

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none wounded appears incredible, and when we remember that one hundred and sixty men were for seven hours exposed to an almost uninterrupted storm of bullets, filling the air like swarms of bees, perforating their garments and tearing up the ground around them in every direction, the result appears little less than miraculous. However, the confident savage had been arrested in his course of blood,—fairly beaten, demoralized, and scattered,—while the moral effect was as great as if half the whites engaged had been slaughtered.

The morning of the 27th revealed the fact of the Indians having disappeared, taking with them most of the cattle found browsing near the town, the sole results of an expedition requiring months to perfect, and looking to the utter annihilation of the white settlers in that section of the country.

News of the attack appears to have been rapidly carried to all parts of the sound and inlet. Even at Bellingham Bay, one hundred miles distant, it was known as early as 4 P.M.,—seven and a half hours after its commencement: and at noon the Active came steaming into the bay, when the governor, with the proof before him, was at last compelled to acknowledge the presence of hostile Indians in the Territory. Their sudden disappearance from before Seattle, in the opinion of Captain Keyes, boded no good for the people of Steilacoom, and at his earnest solicitation the Active was dispatched to land him at his post and the governor at Olympia.

I now learned from Yark-eke-e-man that the hostile chiefs, confident of an easy victory at Seattle and also at Steilacoom, where well-stored depots of provisions were to be found, gave little thought to their commissary department, and being provided with a deficient quantity

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of food for prosecuting a protracted campaign, their unexpected repulse at the former place left them without resources for supplying their immediate wants. Therefore it became necessary to form into small bands, and scour the country to secure the means for continuing the war. From three to four weeks was deemed sufficient for the accomplishment of this object, and, considering that time ample for perfecting his plans, Coquilton, on the 28th, sent word by a Lake Indian "that within one moon he would return with twenty thousand warriors, and, attacking by land and water, destroy the place in spite of all the war-ship could do to prevent." . . .

The lessons of the past taught the people to heed the warnings of the high chief, and a council held to consider the situation decided to immediately fortify, and for this object Mr. Yesler volunteered an entire cargo of house lumber, ready sawed for shipment; and, on the 1st day of February, the four divisions of the Decatur assembled and commenced to erect barricades, consisting of two fences five feet high, placed eighteen inches apart, and filled in with earth and sawdust, well tamped, until bullet-proof. This breastwork, commencing at the shore beyond Plummer's house, extended to the north block-house, and thence over the bluff to the water's edge, the distance barricaded being about twelve hundred yards, and inclosing a large portion of the town.

A second block-house was also erected about two hundred feet easterly from the hotel, on the summit of the ridge near the swamp. An old ship's cannon, battered, rusted, and half hidden in the ground, was unearthed, and mounted on a carriage built for the purpose, which, with a 6-pounder field-piece borrowed from the Active, constituted the battery of this wooden fort.

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The defenses being up, and the greater portion of the land at South Seattle in the condition that nature had left it, after the trees and undergrowth had been removed, to operate the howitzer and crew it became necessary to uproot stumps, haul and pile logs, level the cradle-knolls, and make roads connecting the inhabited portion of the town with the south water-front, where an esplanade was constructed to enable the gun to sweep the shores of that end of the peninsula.

Both officers and men entered upon the work with a spirit worthy of the occasion, and the stumps too large to be extracted with levers were burned, the fires being kept alive night and day till reduced below the surface, when axe and shovel completed the rest, and in a few days South Seattle assumed the appearance of a well laid-out town. . . .

On the morning of February 15, the barricades and block-house having been completed, the finishing touches given to the roads, and the town placed in condition to welcome the enemy whenever it might suit his pleasure to appear, and after detailing Lieutenant Drake, with ten men and six marines, to guard the northern end of the town, and myself, with the same number, together with Lieutenant Johnson and ten men from the Active, to protect South Seattle, the remaining officers and their commands returned to the ship, with the exception of Dr. Taylor, directed to act as surgeon for both detachments.

With our reduced numbers, time did not drag with us. Incessant watching for an enemy daily threatening to "let slip the dogs of war," clearing away the trees and undergrowth from the eastern slope bordering on the swamp to destroy the Indian lodgments in that quarter, opposing certain dealers bent upon selling liquor to our

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men and in trading with the savages, and, finally, in endeavoring to persuade the vicious element overrunning the place to organize for their own protection, rendered our lives otherwise than monotonous. . . .

An hour or more before daylight on the morning of February 24 a continuous dull thumping sound, similar to that made by a heavy trip-hammer at a distance, was heard out on the inlet, greatly puzzling us as to the cause, but at dawn the mystery was cleared away by the unexpected appearance of the U. S. steamer Massachusetts looming through the haze as she steamed towards the anchorage.

Commander Samuel Swartwout, commanding the Massachusetts, being the senior officer present, assumed charge of all naval matters in the Territorial waters, and after a short stay in port, departed to examine personally the various establishments on the sound.

During the evening of this day Clerk Charles Francis suddenly died from the effects of a disease contracted previous to joining the Decatur. The arrival of the Massachusetts rendered a further detention of the Active unnecessary, and preparatory to her departure, Lieutenant Johnson with his command was withdrawn from the barricades on the 27th, and on March 13 that vessel, with Major-General Wool, U. S. A., on board, left Puget Sound for San Francisco to resume her surveying duties. Meanwhile, where our persuasive eloquence had utterly failed to induce the floating population of the town to organize for the field, starvation, or the prospect of it, happily succeeded in creating a company numbering fifty-one members, and when mustered in under Captain Edward Lander, the naval forces stationed on shore returned to the ship, leaving

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Seattle to the care of Company A, Second Regiment, Washington Territory Volunteers.

Early in March four companies of the Fourth U. S. Artillery and the Ninth Regiment of Infantry arrived at Steilacoom, where they immediately organized by companies for a vigorous prosecution of the war; and in this connection the Massachusetts, on the 20th, brought to Seattle Company B, Ninth Infantry, Captain F. T. Dent, *en route* for the Duwam-sh and White Rivers.

The Indians, as we subsequently learned, notwithstanding their frequent threats of attacking our lines, had been so completely broken and dispersed after their defeat at Seattle that they were incapable of again concentrating their forces, and at this time were scattered in comparatively small bands over the country in search of food and ammunition, when the army reinforcements arrived and were soon in hot pursuit, with a prospect of speedily terminating the war.

On March 28 we were agreeably surprised by the appearance of the U. S. steamer John Hancock, Lieutenant David McDougall commanding, increasing the naval force to three substantial fighting ships, and two of the number being steamers, greatly exercised the Indians, who possessing a wholesome dread of pyre-ships,¹ as they termed them, now began to realize the hopelessness of their cause. The Hancock, but recently returned from the Behring Sea exploring expedition, had been hurriedly fitted at Mare Island by Commander David G. Farragut for the suppression of Indian hostilities, and proved a serviceable auxiliary to the forces operating in the Territory. . . .

During the months of April and May the United

¹ Fire-ships.

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States forces and volunteer companies in the field had succeeded so well with the enemy that the 1st of June found a delegation of Indians crossing the mountains on their way to Olympia to sue for peace. The Decatur having accomplished her mission in the Territory, was now ready for sea, and at 6 o'clock A.M., June 2, she took her final departure from Seattle, towed by the John Hancock, and accompanied by all the Northern Indians then in Puget Sound, with whom she appeared to be an especial favorite. Touching at Port Townsend for the night, an early hour the next morning saw the ship out in the straits towing towards the Pacific Ocean, ninety miles away, still escorted by our Indian friends, representatives from the Tongas, Hyeta, Stickene, and Shineshean tribes, and when abreast of Victoria, waving us a last farewell, they paddled towards Vancouver's Island, and soon disappeared. . . .

The evening of June 3 exhibiting signs of thick weather, we anchored for the night in Port St. John, Vancouver's Island, and at seven o'clock on the morning of June 4, 1856, weighed anchor, and in three hours our noble vessel once more rode over the long gentle swell of the broad Pacific, and when well outside of Cape Classet and clear of Duncan's Rock, the hawsers connecting our ship with the John Hancock were cast off, and as she swept around in a graceful curve on her return to Puget's Sound, an exchange of three rousing cheers expressed our farewells, and, steering to the southward, soon Satouch [Tatoosh] Island bore well to the northward of east, and as our eyes turned in the direction from whence we had come, with the exception of the writer, every officer and nearly every man on board the U. S. sloop-of-war Decatur looked for the last time upon the magnificent Strait of Juan de Fuca.

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